Washington, Wednesday, September 23, 1959

Title 1—GENERAL PROVISIONS

Chapter I—Administrative Committee of the Federal Register

PART 31—U.S. GOVERNMENT ORGANIZATION MANUAL

Distribution to Members of Congress

Effective on publication in the FEDERAL REGISTER, 1 CFR 31.21 (24 F.R. 2353) is revised to read as follows:

§ 31.21 Members of Congress.

Each Member of Congress shall be furnished two free copies of the Manual; and each Member shall be entitled to receive not more than four additional free copies for official use: Provided, That in each instance the authorization for furnishing additional copies shall be made in writing to the Director and shall be signed by the authorizing Member.

(Sec. 6, 49 Stat. 501, as amended; 44 U.S.C. 306)

ADMINISTRATIVE COMMITTEE OF THE FEDERAL REGISTER, WAYNE C. GROVER, Archivist of the United States, Chairman.

RAYMOND BLATTENBERGER, The Public Printer, Member.

WILLIAM O. BURTNER, Representative of the Attorney General, Member.

Approved: September 18, 1959.

WILLIAM P. ROGERS,
Attorney General.
FRANKLIN FLOETE,
Administrator of General Services.

[F.R. Doc. 59-8020; Filed, Sept. 22, 1959; 12:21 p.m.]

Title 2—THE CONGRESS

ACTS APPROVED BY THE PRESIDENT

Cross Reference: A list of current public laws approved by the President appears at the end of this issue immediately preceding the Cumulative Codification Guide.

Title 6—AGRICULTURAL CREDIT

Chapter IV—Commodity Stabilization Service and Commodity Credit Corporation, Department of Agriculture

SUBCHAPTER C-EXPORT PROGRAMS

[Revision 1, Amdt. 3]

PART 483-WHEAT AND FLOUR

Subpart—Wheat Export Program— Payment in Kind (GR-345) Termsand Conditions

The Terms and Conditions of Revision I of the Wheat Export Program—Payment in Kind (GR-345) (23 F.R. 5365), as amended (24 F.R. 5775, 7239), are further amended as follows:

§ 483.105 [Amendment]

1. Section 483.105(b) is amended to read as follows:

(b) Sales to foreign buyers in countries and territories designated as IWA (see § 483.184) as well as sales to other designated countries may be made under this program. CCC will determine which sales registered under the program in accordance with § 483.126 are considered eligible for recording under the Wheat Agreement and will report such sales to the Wheat Council. Final determination of recordability rests with the Wheat Council. An exporter's subsidy rights under this subpart will not be impaired if any transaction is not ultimately recorded by the Wheat Council.

§§ 483.107, 483.120, 483.121, 483.123 [Amendment and deletion]

Sections 483.107(b), 483.120, 483.121
 and 483.123 are deleted in their entirety.
 Sections 483.184(a), 483.192, and
 483.193 are amended to read as follows:

§ 483.184 Designated countries.

(a) With respect to sales for recording under the Wheat Agreement, a designated country shall be any country or territory which has been designated as IWA in an announcement of export payment rates. (See § 483.130.)

(Continued on p. 7633)

CONTENTS

THE CONGRESS

	Page
Acts Approved	7686

7647

7633

7635

7635

7636

7656

7657

7633

7631

7633

EXECUTIVE AGENCIES

Agricultural Marketing Service Proposed rule making:

Cucumbers grown in Florida; shipments limitation_____

Rules and regulations:
Broccoli for processing; U.S.
standards

Lemons grown in California and Arizona (2 documents)____ Onions grown in certain designated counties in Idaho and Malheur County, Oreg____

Agricultural Research Service

Rules and regulations:

Brucellosis in domestic animals; designation of modified certified brucellosis-free areas, public stockyards, slaughtering establishments_____

Agriculture Department

See Agricultural Marketing Service; Agricultural Research
Service; Commodity Credit Corporation; Commodity Stabilization Service.

Commerce Department

See also Federal Maritime Board. Notices:

Changes in financial interests:
Montag, Harold A_____
Taggert, Eubert F_____

Commodity Credit Corporation Rules and regulations:

Export programs:

Flour; cash payment, terms and conditions______
Wheat; payment in kind, terms and conditions_____

Commodity Stabilization Service Rules and regulations:

Wheat and wheat-flour export program, 1959-60; termination of terms and conditions.

Employees' Compensation Bu-

Rules and regulations:

Compensation for disability and death of non-citizens outside the U.S.; criteria for payment_____

7638

7631



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SEMIANNUAL CFR SUPPLEMENT

(As of July 1, 1959)

The following semiannual cumulative pocket supplement is now available:

Title 46, Parts 146-149, 1959 Supplement 1 (\$1.25)

Order from Superintendent of Documents, Government Printing Office, Washington 25, D. C.

CONTENTS—Continued

Federal Aviation Agency	Page
Proposed rule making:	
Airworthiness directives; mis-	
cellaneous amendments	7648
Coded jet route; establishment_	7655
Control zone; modification	7655
Federal airways; modifications	
(5 documents) 7649-	_7651
Federal airways, modifications;	
rederal airways, modifications,	
and domestic VOR reporting	
points, revocations (2 docu-	
ments) 7651	, 7652
Federal airway, associated con-	-
trol areas and reporting	
	DOE 1
points; modification	TOOL
Federal airways and associated	•
control areas:	
Designation	7652
Extensions (2 documents)	
EAUCIDIONS (2 GOCUMENS)	
_	7654

CONTENTS—Continued	•	
Federal Aviation Agency—Con. Proposed rule making—Con.	Page	F
Federal airway segment, asso- ciated control areas and des-	•	F
ignated reporting points; rev- ocation VOR Federal airway and asso-	7653	
ciated control areas; designa- tion	7654	
General operation rules; clari- fication of periodic and 100-		
Restricted areas:	7637 7637	ŀ
Change Modification Federal Communications Com-	7637	۶.
mission		
Notices:		
Allocation of frequencies in bands above 890 mc.; order		,
extending time for filing op-	,	S
positions and replies to oppo-		I
Hearings, etc.:	7657.	
Cookeville Broadcasting Co.		1
et al Crotts, Vernon F	7658 7658	Ε
DeHart, Richard L., et al	7658	
Dodge City Broadcasting Co	7658	
Felt, Lawrence W., and Inter- national Good Music, Inc_	7659	
Hi-Fi Broadcasting Co. and	1009	1
Radio Hanover, Inc	7659	
and WPRA, Inc. (WPRA)_	7659	1
Lippert, Robert L., and Mid-		
America Broadcasters, Inc. (KOBY)	7659	
MacPherson, Francis L	7660	
Mid-America Broadcasting System, Inc., et al	7660	
Newhall Broadcasting Co.	_	
et al Radio St. Croix, Inc	7660	
Rules and regulations:	7660	Ł
Land and shipboard stations in		2
the maritime services; radio- telephone alarm signal	7640	
	7642	L
Federal Maritime Board Notices:		•
Pacific Coast-Hawaii and At-		
lantic/Gulf-Hawaii; investigation and hearing	7656	Ī
Federal National Mortgage As-	1000	τ
sociation	•	Ι
Rules and regulations:	-	
Mortgages, servicing and sales; miscellaneous amendments	7642	
Federal Power Commission	1042	1
Notices:		ľ
Skiles Oil Corp.; hearing, etc.	7661	9
Federal Register Administrative Committee		•
Rules and regulations:		1
U.S. Government Organization		
Manual; distribution to members of Congress	7691	9
1	7631	I
Food and Drug Administration Proposed rule making:		
There are making.	-	

Fruit preserves and jams; standard of identity amend-

ment___

CONTENTS—Continued

Food and Drug Administra- tion—Continued	Page
Rules and regulations: Enforcement of Federal Food, Drug, and Cosmetic Act; costs	_
chargeable in connection with relabeling and reconditioning inadmissible imports	7639
Tolerances and exemptions from tolerances for pesticide chem- icals in or on raw agricultural	
commodities; residues of do- dine	7639
Department See Food and Drug Administra-	
tion; Public Health Service.	
Housing and Home Finance Agency See Federal National Mortgage	
Association.	
Interior Department See Land Management Bureau.	
Internal Revenue Service Proposed rule making:	
Procedure and administration; licensing and registration,	~
and closing agreements and compromises	7645
sion -	
Notices: Fourth section applications for	
relief (2 documents) 7683, Louisville and Nashville Rail-	7684
road Co.; diversion or rerout- ing of traffic Motor carrier:	7683
Alternate route deviation no- ticesApplications	7682 7662
Labor Department	1002
See Employees' Compensation Bureau; Wage and Hour Division.	
Land Management Bureau Notices:	
Wyoming; proposed withdrawal and reservation of lands	7657
National Aeronautics and Space Administration	
Rules and regulations: Contract Adjustment Board	7638
Extraordinary contractual adjustments; procedure	7639
Public Health Service Notices: Licensed biological products	7657
Securities and Exchange Com-	
Notices: Promotive Singing, Inc.; hearing, etc	7662
State Department	
Proposed rule making: Application for crew-list visa; procedures	7644
Treasury Department	

See Internal Revenue Service.

CONTENTS—Continued

Wage and Hour Division	Page
Notices:	
Learner employment certificates;	
issuance to various indus-	

issuance to various industries _____ 7684

CODIFICATION GUIDE

A numerical list of the parts of the Code of Federal Regulations affected by documents published in this issue. Proposed rules, as opposed to final actions, are identified as such.

A Cumulative Codification Guide covering the current month appears at the end of each issue beginning with the second issue of the month.

1 CFR	Page
31	7631
6 CFR	
483 (3 documents) 7631	. 7633
7 CFR	,, ,,,,,,,
	7633
953 (2 documents)	7635
1017	7635
Proposed rules:	
1015	7647
9 CFR	
78	7636
14 CFR	,
43 608 (2.documents)	7637
1209	7637 7638
Proposed rules:	1000
507	7648
600 (13 documents) 7649	-7654
601 (9 documents) 7651	-7654
602	7655
20 CFR	
	7638
25 21 CFR	7638
25 21 CFR	7639
25	
25 21 CFR	7639
25	7639 7639
25	7639 7639
25	7639 7639
25	7639 7639 7648
25	7639 7639 7648 7644
25	7639 7639 7648
25	7639 7639 7648 7644
25	7639 7639 7648 7644
25	7639 7639 7648 7644 7642
25	7639 7639 7648 7644 7642
25	7639 7639 7648 7644 7642
25	7639 7639 7648 7644 7642 7645 7639
25	7639 7639 7648 7644 7642

§ 483.192 Wheat Agreement.

"Wheat Agreement" or IWA means the 1959 International Wheat Agreement, ratified by the United States on July 16,

§ 483.193 Wheat Council.

"Wheat Council" means the International Wheat Council established by Article 22 of the Wheat Agreement. This amendment is effective with respect to sales made on and after 3:31 p.m., e.s.t. (as defined in §483.194) on the date of filing this notice with the FEDERAL REGISTER.

(Sec. 5, 62 Stat. 1072; 15 U.S.C. 714c. Interpret or apply sec. 2, 63 Stat. 945 as amended; sec. 407, 63 Stat. 1051, as amended; sec. 201(a), 70 Stat. 188; 7 U.S.C. 1641, 1427, 1851)

Issued this 18th day of September 1959.

Walter C. Berger, Executive Vice President, Commodity Credit Corporation.

[F.R. Doc. 59-8002; Filed, Sept. 22, 1959; 10:24 a.m.]

[Amdt. 4]

PART 483-WHEAT AND FLOUR

Subpart—Flour Export Program— Cash Payment (GR—346) Terms and Conditions

The Terms and Conditions of the Flour Export Program—Cash Payment (GR-346) (21 F.R. 8741), as amended (22 F.R. 6641; 23 F.R. 1715; and 24 F.R. 2115) are further amended as follows:

§ 483.205 [Amendment]

1. Section 483.205(b) is amended to read as follows:

- (b) Sales to foreign buyers in countries and territories designated as IWA (see § 483.206) as well as sales to other designated countries may be made under this program. CCC will determine which sales registered under the program in accordance with Section 483.236 are considered eligible for recording under the Wheat Agreement and will report such sales to the Wheat Council. Final determination of recordability rests with the Wheat Council. An exporter's subsidy rights under this subpart will not be impaired if any transaction is not ultimately recorded by the Wheat Council.
- 2. Section 483.206(a) is amended to read as follows:

§ 483.206 Designated countries.

(a) With respect to sales for recording under the Wheat Agreement, a designated country shall be any country or territory which has been designated as IWA in an announcement of export payment rates. (See § 483.230.)

§§ 483.207, 483.220—483.222 [Amendment and deletion]

- 3. Sections 483.207(b), 483.220, 483.221, and 483.222 are deleted in their entirety.
- 4. Sections 483.292 and 483.293 are amended to read as follows:

§ 483.292 International Wheat Agreement.

"International Wheat Agreement" or IWA means the 1959 International Wheat Agreement, ratified by the United States on July 16, 1959.

§ 483.293 Wheat Council.

"Wheat Council" means the International Wheat Council established by Article 22 of the Wheat Agreement. This amendment is effective with respect to sales made on and after 3:31 p.m., e.s.t. (as defined in §483.294) on the date of filing this notice with the Federal Register.

(Sec. 5, 62 Stat. 1072; 15 U.S.C. 714c. Interpret or apply sec. 2, 63 Stat. 945, as amended, 7 U.S.C. 1641)

Issued this 18th day of September 1959.

WALTER C. BERGER, Executive Vice President, Commodity Credit Corporation.

[F.R. Doc. 59-8001; Filed, Sept. 22, 1959; 10:24 a.m.]

PART 483-WHEAT AND FLOUR

Subpart—Terms and Conditions of 1959–60 Program (GR–384)

NOTICE OF TERMINATION

The offer contained in the Terms and Conditions of the 1959-60 Wheat and Wheat-Flour Export Program (TWA) (GR-384) (24 F.R. 5133), as amended (24 F.R. 7241) is terminated with respect to sales made after 3:30 p.m., e.s.t. (as defined in § 483.400) on date of filing this notice with the Federal Register.

(Sec. 32, 49 Stat. 774, as amended; 7 U.S.C. 612C)

Dated this 18th day of September 1959.

WALTER C. BERGER, Administrator, Commodity Stabilization Service.

[F.R. Doc. 59-8003; Filed, Sept. 22, 1959; 10:24 a.m.]

Title 7—AGRICULTURE

Chapter I—Agricultural Marketing Service (Standards, Inspections, Marketing Practices), Department of Agriculture

PART 51—FRESH FRUITS, VEGE-TABLES AND OTHER PRODUCTS (INSPECTION, CERTIFICATION AND STANDARDS)

Subpart—United States Standards for Broccoli for Processing ¹

On July 31, 1959, a notice of proposed rule making was published in the Federal Register (24 F.R. 6163) regarding a proposed revision of United States Standards for Broccoli for Processing (7 CFR § \$1.425-51.440).

After consideration of all relevant matters presented, including the proposal set forth in the aforesaid notice, the following United States Standards for Broccoli for Processing are hereby promulgated pursuant to the authority contained in the Agricultural Marketing Act of 1946 (Secs. 202–208, 60 Stat. 1087, as amended; 7 U.S.C. 1621–1627).

¹Packing of the product in conformity with the requirements of these standards shall not excuse failure to comply with the provisions of the Federal Food, Drug and Cosmetic Act.

GRADES

Sec. 51.425 U.S. No. 1.

51.426 U.S. No. 2.

BASIS FOR GRADING BROCCOLI

51.427 Basis for grading broccoli.

CULLS

51.428 Culls.

CULL MATERIAL

51.429 Cull material.

Definitions

51.430 Stalk. 51.431 Fresh.

51.432 Tender.

51.433 Good characteristic color.

51.434 Compact heads.

51.435 Well trimmed.

51.436 Damage.

51.437 Fairly compact heads.

51.438 Fairly well trimmed.

51.439 Serious damage.

51.440 Diameter.

AUTHORITY: §§ 51.425 to 51.440 issued under secs. 202-208, 60 Stat. 1087, as amended; 7 U.S.C. 1621-1627.

GRADES

§ 51.425 U.S. No. 1.

"U.S. No. 1" consists of stalks or portions of stalks of broccoli (see § 51.427) which are fresh, tender, and have good characteristic color and compact heads, are well trimmed and which are free from decay and cull material, and are free free from damage caused by discoloration, freezing, hollow stem or pithiness, scars, dirt or other foreign material, disease, insects or mechanical or other means:

(a) Unless otherwise specified, the length shall be not more than 6 inches nor less than 4 inches, and the diameter of the stem shall be not less than three-eighths inch (see § 51.429).

§ 51.426 U.S. No. 2.

"U.S. No. 2" consists of stalks or portions of stalks of broccoli (see § 51.427) which are fresh, tender, and have good characteristic color and fairly compact heads, are fairly well trimmed and which are free from decay and cull material and are free from damage caused by scars, dirt or other foreign material, disease, insects, are free from serious damage caused by discoloration, freezing, hollow stem or pithiness or mechanical or other means.

(a) Unless otherwise specified, the length shall be not more than 6 inches nor less than 3 inches, and the diameter of the stem shall be not less than one-fourth inch (see § 51.429).

BASIS FOR GRADING BROCCOLI

§ 51.427 Basis for grading broccoli.

(a) Large stalks of broccoli shall be cut lengthwise into halves or quarters to remove defective portions. A proportionate ratio of head material to stem material must be maintained in each segment.

(b) Stalks with heads smaller than 1½ inches in diameter shall not be cut, but shall be graded as one unit.

CULLS

§ 51.428 Culls.

"Culls" are stalks of broccoli which fail to meet the requirements of the U.S. No. 2 grade.

CULL MATERIAL

§ 51.429 Cull material.

"Cull material" means all foreign material, any portion of the stem in excess of the maximum length specified, all stalks under the minimum length specified for the U.S. No. 2 grade, and all coarse, damaged and discolored leaves, and leaves extending more than 1½ inches above the top of the head.

DEFINITIONS

§ 51.430 Stalk.

"Stalk" means an individual unit of broccoli which consists of the stem, head cluster and any attached leaves.

§ 51.431 Fresh.

"Fresh" means that the broccoll is not badly wilted or excessively flabby.

§ 51.432 Tender.

"Tender" means that the broccoli stem within the specified maximum length is succulent, and practically free from fibrous material and is not tough or stringy.

§ 51.433 Good characteristic color.

"Good characteristic color" means that the stem and external portion of the head has a light green or darker shade of green color, except that purplish color shall also be allowed on the external portion of the head.

§ 51.434 Compact head.

"Compact head" means that the individual head is closely formed, not open or spread to the extent that it has a loose appearance, and that the individual florets are fairly tightly formed and not more than moderately elongated.

§ 51.435 Well trimmed.

"Well trimmed" means that the presence of small side shoots or ragged or partially removed side shoots or leaves does not materially detract from the appearance of the stalk.

§ 51.436 Damage.

"Damage", unless otherwise specifically defined in this section, means any defect which more than slightly detracts from the appearance, or the processing or edible quality of the stalk, within the maximum length specified. Any one of the following defects, or any combination of defects the seriousness of which exceeds the maximum allowed for any one defect, shall be considered as damage:

(a) Discoloration when more than very slight, or which will not change to light green or darker shade of green color in the ordinary process of blanching;

(b) Freezing when causing more than slight discoloration of the individual stalk:

(c) Hollow stem or pithiness when discolored, or when more than slightly detracting from the appearance of the individual stalk;

(d) Scars when discolored, or when more than slight or superficial;

(e) Dirt or other foreign material which cannot be removed in the ordinary washing process;

(f) Disease when showing discoloration, or when more than slightly detracting from the appearance, or the processing or edible quality; and,

(g) Insects when the broccoli is more than slightly infested or more than slightly blemished by feeding or other means.

§ 51.437 Fairly compact head.

"Fairly compact head" means that the individual head is fairly closely formed and not excessively spread and that the florets are not on the verge of opening and will not open in the ordinary process of blanching.

§ 51.438 Fairly well trimmed.

"Fairly well trimmed" means that the presence of small side shoots or ragged or partially removed side shoots or leaves does not seriously detract from the appearance of the stalk.

§ 51.439 Serious damage.

"Serious damage", unless otherwise specifically defined in this section, means any defect which materially detracts from the appearance, or the processing or edible quality of the stalk, within the maximum length specified. Any one of the following defects, or any combination of defects the seriousness of which exceeds the maximum allowed for any one defect, shall be considered as serious damage:

(a) Discoloration when the appearance of the individual stalk is materially affected:

(b) Freezing when causing discoloration which materially detracts from the appearance of the individual stalk; and,

(c) Hollow stem or pithiness when discolored, or when materially detracting from the appearance of the individual stalk. Stalks which show a ragged appearance or deep holes shall be considered as serious damage.

§ 51.440 Diameter.

"Diameter" means the greatest thickness of the stem measured at a point 6 inches from the top of the head, except that stems which are less than 6 inches in length shall be measured at the base of the stem.

The United States Standards for Broccoli for Processing contained in this subpart shall become effective 10 days after publication hereof in the Federal Register, and will thereupon supersede the United States Standards for Broccoli for Processing which have been in effect since April 29, 1951.

It is hereby found and determined that good cause exists for not postponing the effective date of those revised standards longer than 10 days after the date of publication hereof in the Federal Register (5 U.S.C. 1001–1011), in that: (1) The 1959 broccoli processing season for the Eastern part of the United States will soon begin and it is in the interest of the industry and the public that these revised standards be made_effective accordingly; and, (2) no special prepara-

tion for compliance therewith on the part of broccoli growers, processors or others is required.

Dated: September 18, 1959, to become effective ten days after publication in the FEDERAL REGISTER.

> ROY W. LENNARTSON, Deputy, Administrator, Marketing Services.

[F.R. Doc. 59-7920; Filed, Sept. 22, 1959; 8:49 a.m.]

Chapter IX—Agricultural Marketing Service (Marketing Agreements and Orders), Department of Agriculture

[Lemon Reg. 809, Amdt. 1]

PART 953—LEMONS GROWN CALIFORNIA AND ARIZONA

Limitation of Handling

Findings. 1. Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR 953), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937. as amended (7 U.S.C. 601 et seq.; 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

2. It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this amendment until 30 days after publication hereof in the FEDERAL REGISTER (60 Stat. 237; 5 U.S.C. 1001 et seq.) because the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the Agricultural Marketing Agreement Act of 1937, as amended, is insufficient, and this amendment relieves restriction on the handling of lemons grown in California and Arizona.

Order, as amended. The provisions in paragraph (b) (1) (ii) of § 953.916 (Lemon Regulation 809, 24 F.R. 7353) are hereby amended to read as follows:

(ii) District 2: 325,500 cartons.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: September 17, 1959.

FLOYD F. HEDLUND, Deputy Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 59-7919; Filed, Sept. 22, 1959; 8:49 a.m.]

[Lemon Reg. 811]

PART 953—LEMONS GROWN CALIFORNIA AND ARIZONA

Limitation of Handling

§ 953.918 Lemon Regulation 811.

(a) Findings. (1) Pursuant to the marketing agreement, as amended, and Order No. 53, as amended (7 CFR Part 953; 23 F.R. 9053), regulating the handling of lemons grown in California and Arizona, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601 et seq.; 68 Stat. 906, 1047), and upon the basis of the recommendation and information submitted by the Lemon Administrative Committee, established under the said amended marketing agreement and order, and upon other available information, it is hereby found that the limitation of handling of such lemons as hereinafter provided will tend to effectuate the declared policy of the act.

(2) It is hereby further found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule-making procedure, and postpone the effective date of this regulation until 30 days after publication hereof in the Federal Register (5 U.S.C. 1001-1011) in that the time intervening between the date when information upon which this regulation is based became available and the time when the regulation must become effective in order to effectuate the declared policy of the act is insufficient; and this regulation relieves restrictions on the handling of such lemons.

(1) The provisions of (b) Order. Lemon Regulation 783 (§ 953.890; 24 F.R. 2034), are hereby terminated effective at 12:01 a.m., P.s.t., September 20, 1959.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: September 18, 1959.

S. R. SMITH, Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 59-7943; Filed, Sept. 22, 1959; 8:53 a.m.l

[1017.304, Amdt. 1]

PART 1017—ONIONS GROWN IN **CERTAIN DESIGNATED COUNTIES** IDAHO AND MALHEUR COUNTY, OREGON

Limitation of Shipments

Findings. (a) Pursuant to Marketing Agreement No. 130 and Order No. 117 (7 CFR Part 1017) regulating the handling of onions grown in certain designated counties in Idaho and Malheur County, Oregon, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (7 U.S.C. 601-674), and upon the basis of

recommendations and information submitted by the Idaho-Eastern Oregon Onion Committee, established pursuant to said marketing agreement and order. and other available information, it is hereby found that the amendment to the limitation of shipments regulation, hereinafter set forth, will tend to effectuate the declared policy of the act.

(b) It is hereby found that it is impracticable and contrary to the public interest to give preliminary notice, engage in public rule making procedure, and postpone the effective date of this amendment until 30 days after publication in the FEDERAL REGISTER (5 U.S.C. 1001-1011) in that (1) the time intervening between the date when information upon which this amendment is based became available and the time when this amendment must become effective in order to effectuate the declared policy of the act is insufficient, (2) more orderly marketing in the public interest, than would otherwise prevail, will be promoted by regulating the handling of onions, in the manner set forth below, on and after the effective date of this amendment, (3) compliance with this amendment will not require any special preparation on the part of handlers which cannot be completed by the effective date, (4) reasonable time is permitted, under the circumstances, for such preparation, and (5) information regarding the committee's recommendation has been disseminated to producers and handlers in the production area.

Order, as amended: In § 1017.304 (24 F.R. 6475) delete subparagraphs (1) of paragraph (a) and paragraph (c) and substitute in lieu thereof a new subparagraph (1) of paragraph (a) and a new paragraph (c) as set forth below.

§ 1017.304 Limitation of shipments. *

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(a) Minimum size requirements—(1) Yellow varieties. 2 inches minimum diameters including, but not limited to, onions that are "medium" in size and onions that are "jumbo" or "large" in size: Provided, That any onions failing to meet a minimum diameter of 3 inches shall meet the requirements of U.S. No. 1, or better, grade.

(c) Minimum quantity exception. Each handler may ship up to, but not to exceed, 500 pounds of onions any day without regard to the inspection and assessment requirements of this part, but this exception shall not apply to any portion of a shipment of over 500 pounds of onions.

(Secs. 1-19, 48 Stat. 31, as amended; 7 U.S.C.

Dated: September 18, 1959, to become effective September 23, 1959.

> S. R. SMITH, Director, Fruit and Vegetable Division, Agricultural Marketing Service.

[F.R. Doc. 59-7944; Filed, Sept. 22, 1959; 8:53 a.m.]

Title 9—ANIMALS AND ANIMAL PRODUCTS -

Chapter I—Agricultural Research Service, Department of Agriculture

SUBCHAPTER C-INTERSTATE TRANSPORTATION OF ANIMALS AND POULTRY

PART 78-BRUCELLOSIS IN DOMESTIC ANIMALS

Subpart D-Designation of Modified Certified Brucellosis-Free Areas, Public Stockyards, and Slaughtering Establishments

MISCELLANEOUS AMENDMENTS

Pursuant to § 78.16 of the regulations in Part 78, as amended. Title 9, Code of Federal Regulations, containing restrictions on the interstate movement of animals because of brucellosis, under sections 4, 5, and 13 of the Act of May 29, 1884, as amended, sections 1 and 2 of the Act of February 2, 1903, as amended, and section 3 of the Act of March 3, 1905, as amended (21 U.S.C. 111-113, 114a-1, 120, 121, 125), § 78.13 of said regulations designating modified certified brucellosis-free areas is amended in the following respects:

1. The paragraph headed California is amended to read:

California: Alpine, Butte, Colusa, Del Norte, Humboldt, Inyo, Lassen, Marin, Modoc, Mono, Shasta, Sierra, Siskiyou, Tehama, Trinity, and Yolo Countles;

2. The paragraph headed Colorado is amended to read:

Colorado: Alamosa, Archuleta, Chaffee, Conejos, Costilla, Custer, Delta, Denver, Dolores, Eagle, Garfield, Gunnison, La Plata, Logan, Mssa, Moffat, Montezuma, Montrose, Ouray, Phillips, Pitkin, Pueblo, Rio Grande, Saguache, San Juan, San Miguel, and Sedgwick Counties; Southern Ute Indian Reservation and Ute Mountain Ute Reservation;

3. The paragraph headed Georgia is amended to read:

Georgia: Appling, Atkinson, Bacon, Baldwin, Baker, Banks, Barrow, Ben Hill, Berrien, Bleckley, Brantley, Brooks, Bryan, Bullock, Burke, Butts, Candler, Carroll, Chatham, Chattahoochee, Chattooga, Cherokee, Clarke, Clay, Clayton, Cobb, Coffee, Colouitt, Columbia, Cook, Crawford, Dade, Dawson, DeKalb, Dodge, Douglas, Early, Echols, Effingham, Elbert, Evans, Fannin, Forsyth, Franklin, Gilmer, Glascock, Glynn, Gordon, Grady, Greene, Gwinnett, Habersham, Hall, Hancock, Haralson, Hart, Heard, Irwin, Jackson, Jefferson, Jeff Davis, Jenkins, Johnson, Jones, Lamar, Lanier, Laurens, Liberty, Lincoln, Lowndes, Long, Lumpkin, Madison, Marion, McDuffie, Meriwether, Miller, Monroe, Montgomery, Muscogee, Oconee, Oglethorpe, Paulding, Peach, Pickens, Pierce, Pike, Polk, Quitman, Rabun, Randolph, Richmond, Rockdale, Schley, Screven, Spalding, Stephens, Talbot, Tattnall, Taylor, Telfair, Tift, Toombs, Towns, Truetlen, Troup, Turner, Twiggs, Union, Upson, Walker, Walton, Ware, Warren, Washington, Wayne, Webster, Wheeler, Broome, Cattaraugus, Cayuga, Chautauqua,

White, Whitfield, Wilcox, Wilkinson, and Worth Counties;

4. The paragraph headed Idaho is amended to read:

Idaho: Ada, Adams, Benewah, Bannock, Blaine, Boise, Bonner, Boundary, Butte, Camas, Canyon, Caribou, Cassia, Clark, Clearwater, Custer, Elmore, Franklin, Fremont, Gem, Gooding, Idaho, Jerome, Kootenai, Latah, Lewis, Lincoln, Minidoka, Ncz Perce, Oneida, Owyhee, Payette, Power, Shoshone, Teton, Twin Falls, Valley, and Washington Counties; and Fort Hill Indian Reservation;

5. The paragraph headed Indiana is amended to read:

Indiana: Adams, Allen, Benton, Blackford, Brown, Cass, Clark, Clay, Clinton, Crawford, Daviess, Dearborn, Decatur, DeKalb, Delaware, Dubois, Elkhart, Floyd, Fulton, Grant, Hancock, Harrison, Hendricks, Howard, Huntington, Jasper, Jay, Lagrange, Lake, La Porte, Madison, Marion, Marshall, Martin, Noble, Orange, Parke, Perry, Pike, Porter, Posey, Pulaski, Randolph, Rush, Shelby, St. Joseph, Spencer, Starke, Steuben, Sullivan, Switzerland, Union, Vanderburgh, Vermillion, Vigo, Wabash, Warrick, Wayne, Wells, and Whitley Counties:

6. A new paragraph headed Iowa is added in proper alphabetical order to read:

Iowa: Delaware and Favette Counties:

7. The paragraph headed Kansas is amended to read:

Kansas: Decatur and Wyandotte Counties;

8. The paragraph headed Missouri is amended to read:

Missouri: Andrew, Barry, Bollinger, Boone, Butler, Cape Girardeau, Carroll, Chariton, Christian, Dade, Dent, Douglas, Franklin, Greene, Iron, Jackson, Jasper, Lawrence, Lincoln, Monroe, Montgomery, Oregon, Osage, Perry, Pettis, Polk, Putnam, Ralls, Ray, Reynolds, Ripley, St. Charles, St. Francois, St. Genevieve, Shelby, Texas, Warren, Webster, Worth, and Wright Counties;

9. The paragraph headed Montana is amended to read:

Montana: Beaverhead, Carbon, Carter, Cascade, Chouteau, Daniels, Dawson, Deer Lodge, Fallon, Fergus, Flathead, Gallatin, Glacier, Golden Valley, Granite, Hill, Jefferson, Judith Basin, Lake, Liberty, Lincoln, McCone, Madison, Meagher, Mineral, Missoula, Musselshell, Park, Petroleum, Phillips, Powell, Prairie, Ravalli, Richland, Roosevelt, Sanders, Silver Bow, Sheridan, Stillwater, Sweet Grass, Teton, Toole, Treasure, Valley, Wheatland, Wibaux, and Yellowstone Counties;

10. The paragraph headed Nebraská is amended to read:

Nebraska: Adams, Burt, Butler, Cass, Cedar, Clay, Colfax, Cuming, Dakota, Dixon, Dodge, Douglas, Fillmore, Franklin, Hall, Hamilton, Howard, Johnson, Lancaster, Madison, Merrick, Nance, Nemaha, Nuckolls, Otoe, Pierce, Platte, Polk, Richardson, Saline, Sarpy, Saunders, Seward, Stanton, Thayer, Thurston, Washington, Wayne, and York Counties;

11. The paragraph headed New York

Chenango, Chemung, Clinton, Columbia, Cortland, Delaware, Dutchess, Essex, Franklin, Greene, Hamilton, Herkimer, Jefferson, Kings, Lewis, Nassau, New York, Niagara, Madison, Montgomery, Onondaga, Orange, Oswego, Otsego, Putnam, Rensselaer, Richmond, Rockland, St. Lawrence, Saratoga, Schenectady, Schoharie, Schuyler, Steuben, Suffolk, Sullivan, Tioga, Tompkins, Ulster, Warren, Washington, Wayne, and Westchester

12. The paragraph headed Ohio is amended to read:

Ohio: Athens, Belmont, Carroll, Columbiana, Cuyahoga, Fulton, Guernsey, Hancock, Henry, Hardin, Hocking, Jackson, Knox, Logan, Lucas, Mohoning, Meigs, Monroe, Morrow, Morgan, Noble, Ottawa, Paulding, Putnam, Scioto, Seneca, Shelby, Tuscarawas, Van Wert, Vinton, Washington, Wood, and Wyandot Counties:

13. The paragraph headed South Dakota is amended to read:

South Dakota: Butte, Custer, Grant Harding, Lawrence, and Union Counties;

14. The paragraph headed Tennessee is amended to read:

Tennessee: Anderson, Bedford, Benton, Bledsoe, Bradley, Campbell, Carroll, Carter, Cheatham, Chester, Claiborne, Clay, Cocke, Coffee, Cumberland, Davidson, Decatur, De-Kalb, Dickson, Dyer, Fentress, Franklin, Gibson, Giles, Greene, Grundy, Hamilton, Hancock, Hardeman, Hardin, Henderson, Henry, Hickman, Houston, Humphreys, Jackson, Jefferson, Johnson, Knox, Lauderdale, Lawrence, Lewis, Lincoln, Loudon, Marion, McNairy, McMinn, Macon, Madison, Marshall, Maury, Meigs, Monroe, Montgomery, Moore, Morgan, Obion, Overton, Perry, Pickett, Polk, Putnam, Rhea, Roane, Robertson, Rutherford, Sequatchie, Scott, Shelby, Smith, Stewart, Sullivan, Sumner, Tipton, Trousdale, Unicoi, Union, Van Buren, Washington, Wayne, Weakley, White, Williamson, and Wilson Counties;

`15. The paragraph headed West Virginia is amended to read:

West Virginia: Berkeley, Boone Braxton, Brooke, Cabell, Calhoun, Clay, Doddridge, Fayette, Gilmer, Grant, Greenbrier, Hampshire, Hancock, Hardy, Harrison, Jackson, Jefferson, Kanawha, Lincoln, Lewis, Logan, McDowell, Marion, Marshall, Mason, Mercer, Mineral, Mingo, Monroe, Monongalia, Morgan, Nicholas, Ohio, Pendleton, Pleasants, Pocahontas, Putnam, Raleigh, Randolph, Roane, Summers, Taylor, Tucker, Tyler, Upshur, Wayne, Webster, Wetzel, Wirt, Wood, and Wyoming Countles:

(Secs. 4, 5, 23 Stat. 32, as amended, secs. 1, , 32 Stat. 791-792, as amended, sec. 3, 33 Stat. 1265, as amended, sec. 13, 65 Stat. 693; 21 U.S.C. 111-113, 114a-1, 120, 121, 125; 19 F.R. 74, as amended; 9 CFR 78.16)

Effective date. The foregoing amendment shall become effective upon publication in the Federal Register.

The amendment deletes Washington County in Missouri, Blaine, Garfield, and Pondera Counties in Montana, and Gage, Harlan, Pawnee, and Webster Counties in Nebraska from the list of areas designated as modified certified brucellosisfree areas, because it has been determined that such counties no longer come within the definition of § 78.1(i), and adds certain additional areas which have been determined to come within such definition.

The amendment imposes certain restrictions necessary to prevent the spread of brucellosis in cattle and relieves certain restrictions presently imposed. It should be made effective promptly in order to accomplish its purpose in the public interest and to be of maximum benefit to persons subject to the restrictions which are relieved. Accordingly, under section 4 of the Administrative Procedure Act (5 U.S.C. 1003), it is found upon good cause that notice and other public procedure with respect to the amendment are impracticable and contrary to the public interest, and good cause is found for making the amendment effective less than 30 days after publication in the Federal Register.

Done at Washington, D.C., this 18th day of September 1959.

E. E. SAULMON, Acting Director, Animal Disease Eradication Division, Agricultural Research Service.

[F.R. Doc. 59-7921; Filed, Sept. 22, 1959; 8:49 a.m.]

Title 14—AERONAUTICS AND SPACE

Chapter I—Federal Aviation Agency [Reg. Docket No. 128; Amdt. 43-11; Supp. No. 15]

PART 43—GENERAL OPERATION RULES

Clarification of Periodic and 100-Hour Inspection Requirements

Currently effective maintenance provisions of Part 43 of the Civil Air Regulations require owners and operators of general aircraft to maintain their aircraft in accordance with Part 18 and to have the aircraft inspected at certain intervals depending upon the type of operation conducted. The requirements for such inspection including the reference to persons authorized to perform them are contained in the applicable paragraphs of § 43.22 of Part 43. In addition, this section also provides for the acceptability of a required periodic inspection for a required 100-hour inspection. Although it is intended that the accom-plishment of a periodic shall be accepted as satisfying the requirements of a 100hour inspection, the reverse is not intended, as believed by some. The reason for this is that the performance of a periodic inspection requires a certificated mechanic to hold an inspection authorization issued in accordance with the provisions of § 24.43 of Part 24, whereas such inspection authorization is not required of mechanics performing a 100-hour in-

spection. A certificated mechanic holding an inspection authorization may perform 100-hour inspections in addition to performing periodic inspections. However, even though a 100-hour inspection is performed by a mechanic holding an inspection authorization, it may not be substituted for a periodic inspection since the periodic inspection has a different purpose than the 100-hour inspection.

Part 18 contains the provisions for persons authorized to perform and approve 100-hour and periodic inspections. In order to preclude further misinterpretations, Part 43 is hereby amended to include specific reference to the pertinent sections of Part 18 which prescribe the authority of persons engaged in the maintenance of aircraft. Additionally, the "Note" at the end of § 43.22 of current Part 43 contains reference to the 100-hour and periodic inspections when related to the expiration or exchange of the old airworthiness certificate for the new type of indefinite duration. "Note" has served its purpose and is no longer necessary. It is being deleted concurrently with the amendment to 43.22.

Since this amendment is clarifying in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and it may be made effective on less than 30 days' notice.

In consideration of the foregoing, Part 43 of the Civil Air Regulations (14 CFR Part 43, as amended) is hereby amended as follows, effective September 17, 1959.

1. By amending § 43.22(a) to read as follows:

§ 43.22 Inspections.

(a) Periodic and one-hundred-hour inspections. (1) No aircraft shall be operated, except when it carries a special flight authorization or a currently effective experimental certificate, unless within the preceding 12 calendar months it has been given a periodic inspection in accordance with the requirements of Part 18 of this subchapter and has been approved for return to service by a person authorized by § 18.12(b) of this subchapter. Additionally, an aircraft shall not carry passengers for hire or be used for flight instruction for hire unless within each 100 hours of time in service it has been inspected in accordance with the requirements of Part 18 of this subchapter and has been approved for return to service by a person authorized in § 18.12(a) of Part 18 of this subchapter: Provided, That this interval may be exceeded by not more than 10 hours when necessary to reach a point at which the inspection may be accomplished, in which event such time must be included in the next 100-hour interval.

(2) The periodic inspection required by subparagraph (1) of this paragraph will be accepted as a 100-hour inspection. The inspection conducted for the issuance of an airworthiness certificate will be accepted as a periodic inspection.

2. By deleting the Note following \$43.22(c)(2).

§ 43.22-1 [Deletion]

3. By deleting § 43.22-1.

(Secs. 313(a), 601, 72 Stat. 752, 775, 49 U.S.C. 1354, 1421)

Issued in Washington, D.C., on September 17, 1959.

E. R. QUESADA, Administrator.

[F.R. Doc. 59-7914; Filed, Sept. 22, 1959; 8:48 a.m.]

Chapter III—Federal Aviation Agency SUBCHAPTER E—AIR NAVIGATION REGULATIONS

[Airspace Docket No. 59-KC-52] [Amdt. 31]

PART 608—RESTRICTED AREAS Change in Restricted Area Controlling Agency

The purpose of this amendment is to change the name of the Camp Williams, Wis., Restricted Area (R-468) to Volk Field, Wis., Restricted Area (R-468) (Twin Cities and Green Bay Charts).

The National Guard of the State of Wisconsin advised that the authorized activity conducted within this restricted area is associated with Volk Field, Wis., rather than Camp Williams, Wis.

Since this amendment imposes no additional burden on the public, compliance with the notice, public procedure, and effective date requirements of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, the following action is taken:

In § 608.57, the Camp Williams, Wis., Restricted Area (R-468) (Twin Cities and Green Bay Charts) (23 F.R. 8590) is amended by deleting "Camp Williams, Wis.," and substituting therefor "Volk Field, Wis.,"

This amendment shall become effective upon the date of publication in the FEDERAL REGISTER.

(Secs. 307(a) and 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on September 17, 1959.

E. R. QUESADA,
Administrator.

[F.R. Doc. 59-7915; Filed, Sept. 22, 1959; 8:48 a.m.]

[Airspace Docket No. 59-LA-49]

[Amdt. 33]

PART 608—RESTRICTED AREAS Modification of Restricted Area

The purpose of this amendment is to change the controlling agency of the

Point Mugu, Calif., Restricted Area (R-551) from Commander, Naval Air Missile Test Center, Point Mugu, Calif. (NAMTC), to Commander, Pacific Missile Range, Point Mugu, Calif. (COMPACMISRAN).

The U.S. Navy has requested this change because of the disestablishment of NAMTC, Point Mugu, with all functions and responsibilities transferred to COMPACMISRAN. The change in name will in no way change the actual agency controlling or using the restricted area. Neither will the activity nor the terms of use be changed.

Since this amendment creates no additional burden on the public, compliance with the Notice, public procedure, and effective date requirements of section 4 of the Administrative Procedure Act is unnecessary.

In consideration of the foregoing, the

following action is taken:

In § 608.14, the Point Mugu, California, area No. 2 (R-551) (23 F.R. 9773) is amended by deleting "Commander, Naval Air Missile Test Center, Point Mugu," and substituting therefor "Commander, Pacific Missile Range, Point Mugu, California (COMPACMISRAN)."

This amendment shall become effective upon the date of publication in the FEDERAL REGISTER.

(Secs. 307(a) and 313(a), 72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

Issued in Washington, D.C., on September 17, 1959.

E. R. QUESADA, Administrator.

[F.R. Doc. 59-7916; Filed, Sept. 22, 1959; 8:48 a.m.]

Chapter V—National Aeronautics and Space Administration

PART 1209—BOARDS AND COMMITTEES

Subpart 3—Contract Adjustment Board

Sec. 1209.300 Scope of subpart

1209.300 Scope of subpa

1209.302 Establishment of Board

1209.303 Functions of Board

AUTHORITY: §§ 1209.300 to 1209.303 issued under 42 U.S.C. 2473(b) (1).

§ 1209.360 Scope of subpart.

This subpart establishes a Contract Adjustment Board (hereinafter referred to as "the Board") to dispose of requests for extraordinary contractual adjustments by contractors of the National Aeronautics and Space Administration (hereinafter referred to as "NASA").

§ 1209.301 Authority.

(a) The Act of August 28, 1958 (50 U.S.C. 1431-35) (hereinafter referred to as "the Act") empowers the President to authorize departments and agencies exercising functions in connection with the national defense to enter into contracts or into amendments or modifications of contracts and to make advance payments, without regard to other provisions of law relating to the making, performance, amendment, or modifica-

tion of contracts,-whenever he deems that such action would facilitate the national defense.

(b) Executive Order No. 10789, November 14, 1958 (23 F.R. 8897) (hereinafter referred to as "the Executive Order") authorizes the Administrator of the National Aeronautics and Space Administration (hereinafter referred to as "the Administrator"), under regulations prescribed by him, to exercise the authority conferred by the Act.

(c) NASA Management Instruction No. 18-61.1, September 23, 1959 (41 CFR Part 18-61), establishes standards and procedures for the disposition of requests for extraordinary contractual adjustments by NASA contractors.

§ 1209.302 Establishment of Board.

There is hereby established a Contract Adjustment Board consisting of three members including the chairman, with alternates to act in their absence, all of whom shall be appointed by the Director of Business Administration. A majority of the Board constitutes a quorum for any purpose and the concurring vote of a majority of the total Board membership constitutes an action of the Board. Otherwise, the Board may adopts such rules of procedure for the conduct of its own functions as it may deem desirable.

§ 1209.303 Functions of Board.

The Board is given authority to approve, authorize, and direct appropriate action, under the standards and procedures established by the Administrator, in any case and to make all determinations and findings which are necessary or appropriate. Where deemed necessary to the exercise of the foregoing authority, such Board may authorize any appropriate action not precluded by standards and procedures established by the Administrator, including the modification or release of any obligations. The decisions of the Board shall be final but the Board may reconsider and modify, correct, or reverse any Board decision previously made. The Board shall have authority to do all acts and things necessary or appropriate for the conduct of its functions. The General Counsel of NASA shall provide the Board with all necessary legal advice and assistance.

Effective date. The provisions of this subpart are effective September 23, 1959.

T. KEITH GLENNAN,
Administrator.

[F.R. Doc. 59-7927; Filed, Sept. 22, 1959; 8:50 a.m.]

Title 20—EMPLOYEES' BENEFITS

Chapter I — Bureau of Employees'
Compensation, Department of
Labor

PART 25—COMPENSATION FOR DIS-ABILITY AND DEATH OF NON-CITIZENS OUTSIDE THE UNITED STATES

Criteria for Payment of Compensation

The recently enacted "Departments of Labor, and Health, Education, and Wel-

fare Appropriation Act of 1960" (73 Stat. 339–357) provided appropriations for benefits payable in accordance with Section 42 of the United States Employees' Compensation Act (39 Stat. 750, as amended; 5 U.S.C. 793). It further provided that section 32 of the United States Employees' Compensation Act (39 Stat. 749, 5 U.S.C. 783), which grants authority to make rules and regulations, shall be construed to include the nature and extent of the proofs and evidence required to establish the right to such benefits payable under the appropriation.

In view of the intent of Congress as expressed in the above referenced appropriations Act, 20 CFR Part 25 is amended herein to require evidence of a casualty and employment by the United States prior to approval of compensation. A further technical modification changes the citation of authority for issuing the regulations.

Therefore, in accordance with section 3 of the Administrative Procedure Act (60 Stat. 238; 5 U.S.C. 1002), and under the authority of General Order No. 46 (15 F.R. 3290), Reorganization Plan No. 19 of 1950 (15 F.R. 3178 39, Stat. 742), section 32 of the United States Employees' Compensation Act (39 Stat. 749; 5 U.S.C. 783), as applied by the Departments of Labor and Health, Education, and Welfare Appropriation Act of 1960 (73 Stat. 742), 20 CFR Part 25 is hereby amended as follows:

1. The citation of authority is hereby amended to read as follows:

AUTHORITY: §§ 25.1 to 25.5 issued under sec. 32, 39 Stat. 749; 5 U.S.C. 783. Interpret or apply sec. 42, 39 Stat. 750, as amended; 5 U.S.C. 793. Additional authority is cited in parentheses following the sections affected.

2. A new § 25.5 is hereby added to read as follows:

§ 25.5 Applicable criteria.

The following criteria shall apply to cases of employees specified in § 25.1 and such cases, if otherwise compensable, shall be approved only upon evidence of the following nature:

(a) Appropriate certification by the Federal employing establishment, or;

(b) An Armed Services casualty or medical record, or;

(c) Verification of the employment and casualty by military personnel, or;

(d) Recommendation of an Armed Services "Claim Service" based on investigations conducted by it.

This section shall apply to past as well as future injuries and deaths.

(73 Stat. 342)

Since these regulations pertain to public benefits, they are excepted from section 4 of the Administrative Procedure Act, and shall take effect upon publication in the FEDERAL REGISTER.

Signed at Washington, D.C., this 10th day of September 1959.

WILLIAM McCAULEY,
Director, Bureau of Employees'
Compensation.

[F.R. Doc. 59-7926; Filed, Sept.-22, 1959; 8:50 a.m.]

Title 21—FOOD AND DRUGS

Chapter I—Food and Drug Administration, Department of Health, Education, and Welfare

PART 1—REGULATIONS FOR THE EN-FORCEMENT OF THE FEDERAL FOOD, DRUG, AND COSMETIC ACT

Costs Chargeable in Connection With Relabeling and Reconditioning Inadmissible Imports

The regulations for the enforcement of the import and export provisions of the Federal Food, Drug, and Cosmetic Act (21 CFR 1.322) are amended as follows:

1. Section 1.322(c) is amended by changing "\$4.00" to "\$6.00".

2. Section 1.322(d) is amended by changing "\$5.00" to "\$7.00".

Effective date. The foregoing amendments shall become effective 30 days from the date of publication of this or-

der in the federal Register.

Notice and public procedure are not necessary prerequisites to the promulga-

necessary prerequisites to the promulgation of this order, since the amendments involve the establishment of rates to be charged for designated services based on the actual cost to the Government.

(Sec. 701, 52 Stat. 1055; 21 U.S.C. 371. Interpret or apply sec. 801, 52 Stat. 1058; 21 U.S.C. 381)

A. GILMORE FLUES, Acting Secretary of the Treasury.

SEPTEMBER 14, 1959.

[SEAL] ELLIOT L. RICHARDSON,
Acting Secretary of Health,
Education, and Welfare.

SEPTEMBER 1, 1959.

[F.R. Doc. 59-7917; Filed, Sept. 22; 1959; 8:48 a.m.]

PART 120—TOLERANCES AND EX-EMPTIONS FROM TOLERANCES FOR PESTICIDE CHEMICALS IN OR ON RAW AGRICULTURAL COMMODI-TIES

Tolerances for Residues of Dodine

A petition was filed with the Food and Drug Administration by the American Cyanamid Company, 30 Rockefeller Plaza, New York, New York, requesting the establishment of tolerances for residues of dodine (N-dodecylguanidine acetate) at 10 parts per million in or on apples, pears, and sour cherries. The petition was later amended, and the request for a tolerance on apples was later withdrawn.

The Secretary of Agriculture has certified that this pesticide chemical is useful for the purposes for which tolerances are being established.

After consideration of the data submitted in the petition and other relevant material which show that the tolerances established in this order will protect the public health, and by virtue of the authority vested in the Secretary of Health,

No. 186-2

Education, and Welfare by the Federal Food, Drug, and Cosmetic Act (sec. 408 (d) (2), 68 Stat. 512; 21 U.S.C. 346a(d) (2)) and delegated to the Commissioner of Food and Drugs by the Secretary (21 CFR, 1958 Supp., 120.7(g)), the regulations for tolerances for pesticide chemicals in or on raw agricultural commodities (21 CFR, 1958 Supp., Part 120) are amended by adding thereto the following new section:

§ 120.172 Tolerances for residues of dodine.

Tolerances for residues of dodine (N-dodecylguanidine acetate) are established at 5 parts per million in or on pears, sour cherries.

Any person who will be adversely affected by the foregoing order may, at any time prior to the thirtieth day from the effective date thereof, file with the Hearing Clerk, Department of Health. Education, and Welfare, Room 5440, 330 Independence Avenue SW., Washington 25, D.C., written objections thereto. Objections shall show wherein the person filing will be adversely affected by this order, specify with particularity the provisions of the order deemed objectionable and reasonable grounds for the objections, and request a public hearing upon the objections. Objections may be accompanied by a memorandum or brief in support thereof. All documents shall be filed in quintuplicate.

Effective date. This order shall be effective upon publication in the Federal Register.

(Sec. 408(d)(2), 68 Stat. 512; 21 U.S.C. 346a (d)(2))

Dated: September 17, 1959.

[SEAL]

Sec.

JOHN L. HARVEY, Deputy Commissioner, of Food and Drugs.

[F.R. Doc. 59-7936; Filed, Sept. 22, 1959; 8:52 a.m.]

Title 41—PUBLIC CONTRACTS

Chapter 18—National Aeronautics and Space Administration

PART 18-61-EXTRAORDINARY CONTRACTUAL ADJUSTMENTS

Procedure

18-61.100 Scope. 18-61.101 Authority. 18-61.102 General policy. 18-61.103 Standards for deciding cases. 18-61.104 Limitations upon deciding cases. 18-61.105 Procedures for filing requests. 18-61.106 Disposition of cases. 18-61.107 Records and reports. 18-61.108 Interdepartmental coordination.

AUTHORITY: §§ 18-61.100 to 18-61.108 issued under 42 U.S.C. 2473(b) (1).

§ 18-61.100 Scope.

This part establishes standards, and procedures for the disposition of requests for extraordinary contractual adjustments by contractors of the National Aeronautics and Space Administration (hereinafter referred to as "NASA" or the "Administration"). It does not ex-

tend to advance payments or the socalled "residual powers" under the Act of August 28, 1958 (50 U.S.C. 1431-35) (hereinafter referred to as "the Act") and Executive Order No. 10789, November 14, 1958 (23 FR. 8897) (hereinafter referred to as "the Executive Order").

§ 18-61.101 Authority.

(a) The Act empowers the President to authorize departments and agencies exercising functions in connection with the national defense to enter into contracts or into amendments or modifications of contracts and to make advance payments, without regard to other provisions of law relating to the making, performance, amendment, or modification of contracts, whenever he deems that such action would facilitate the national defense.

(b) The Executive Order authorizes the Administrator of NASA (hereinafter referred to as "the Administrator"), under regulations prescribed by him, to exercise the authority conferred by the

(c) NASA General Management Instruction No. 2-4-4, September 23, 1959, (14 CFR Part 1209) establishes the Contract Adjustment Board (hereinafter referred to as "the Board") to dispose of requests for extraordinary contractual adjustments by NASA contractors.

§ 18-61.102 General policy.

The authority conferred by the Act shall be utilized primarily as an aid to procurement but shall not be utilized so as to encourage carelessness and laxity on the part of contractors nor be relied upon by NASA where other adequate legal authority exists. The actions authorized under the Act shall be processed as expeditiously as practicable but with the care, restraint, and sound judgment appropriate to the exercise of such extraordinary authority.

§ 18-61.103 Standards for deciding cases.

(a) General. The mere fact that losses occur under a Government contract is not, by itself, a sufficient basis for the exercise of the authority con-ferred by the Act. Whether, in a particular case, appropriate action such as amendment without consideration, correction of a mistake or ambiguity in a contract, or formalization of an informal commitment, will facilitate the national defense is a matter of sound judgment to be made on the basis of all of the facts of such case. Although it is obviously impossible to predict or enumerate all types of cases with respect to which action may be appropriate, examples of cases or types of cases where action may be proper are set forth in paragraphs (b), (c), and (d) of this section. Even if all of the factors contained in any of the examples are present, other factors or consideration in a particular case may result in a denial of the request. These examples are not intended to exclude other cases where the Board determines that the circumstances warrant action.

(b) Amendments without consideration. (1) Where an actual or threatened loss under a Government contract, however caused, will impair the productive ability of a contractor whose continued operation as a source of supply is found to be essential to the national defense, the contract may be adjusted but only to the extent necessary to avoid such impairment to the contractor's productive ability. (See § 18-61.105(b) and (c) for form of request.)

(2) Where a contractor suffers a loss (not merely a diminution of anticipated profits) on a Government contract as a result of Government action, the character of the Government action will generally determine whether any adjustment in the contract will be made and its extent. Where the Government action is directed primarily at the contractor and is taken by the Government in its capacity as the other contracting party, the contract may be adjusted if fairness so requires; thus, where such Government action, although not creating any liability on its part, increases the cost of performance, considerations of fairness may make appropriate some adjustment in the contract. (See § 18-61.105 (b) and (d) for form of request.)

(c) Mistakes. A contract may be amended or modified to correct or mitigate the effect of a mistake, including

the following examples:

A mistake or ambiguity which consists of the failure to express or express clearly in a written contract the agreement as both parties understood it;

(2) A mistake on the part of the contractor which is so obvious that it was or should have been apparent to the contracting officer; and

(3) A mutual mistake as to a material fact.

Amending contracts to correct mistakes with the least possible delay normally will facilitate the national defense by expediting the procurement program and by giving contractors proper assurance that such mistakes will be corrected expeditiously and fairly. (See § 18-61.105 (b) and (e) for form of request.)

(d) Informal commitments. Informal commitments may be formalized under certain circumstances to permit payment to persons who have taken action without a formal contract; for example, where any person, pursuant to written or oral instructions from an official of NASA and relying in good faith upon the apparent authority of the official to issue such instructions, has arranged to furnish or has furnished property or services to NASA or to a Government contráctor or subcontractor without formal contractual coverage for such property or services. Formalization of commitments under such circumstances normally will facilitate the national defense by assuring such persons that they will be treated fairly and paid expeditiously. (See § 18-61.105 (b) and (f) for form of request,)

§ 18-61.104 Limitations upon deciding cases.

(a) The Act is not authority for:

(1) The use of the cost-plus-a-per-centage-of-cost system of contracting:

(2) Any contract in violation of existing law relating to limitation of profit or fees; (3) The negotiation or purchases of or contracts for property or services required by law to be procured by formal advertising and competitive bidding;

(4) The waiver of any bid, payment, performance or other bond required by law.

(5) The amendment of a contract negotiated under 10 U.S.C. 2304(a) (15) to increase the contract price to an amount higher than the lowest rejected bid of any responsible bidder: or

(6) The formalization of an informal commitment, unless it it found that at the time the commitment was made it was impracticable to use normal pro-

curement procedures.

(b) No contract shall be entered into, amended or modified:

(1) Unless a finding is made that the action will facilitate the national de-

(2) Unless other legal authority in the Administration is deemed to be lacking or inadequate:

(3) Unless the request therefor has been filed before-all obligations have been discharged and final payment made; and

(4) Except within the limits of the amounts appropriated and the statutory contract authorization.

§ 18-61.105 Procedures for filing requests.

(a) Filing requests. Any contractor seeking an adjustment under the standards set forth may file a request in duplicate with the cognizant contracting officer or his duly authorized representative. If such filing is impracticable, requests will be deemed to be properly filed if filed with the Board or the Administrator.

(b) Form of requests in general. A request shall normally consist of a statement and exhibits covering all of the contractor's allegations and evidence.

(1) Statements. A statement, dated and signed by the contractor, should consist of the following:

(i) A chronological narrative of the essential facts, showing in detail the chain of events leading up to the request;

(ii) The contractor's conclusions based on such facts, showing in terms of the standards set forth in §18-61.103 and the limitations set forth in §18-61.104, why the contractor considers itself entitled to the adjustment requested; and

(iii) The precise adjustment requested, showing how it was formulated or computed and the consequences of granting or denying the request, including whether any proceeds from the request, if granted, will be subject to any assignment or other transfer, and to whom.

(2) Exhibits. Exhibits, cross-referenced to the statement, should consist of the following, if such matters are not fully set forth in the statement:

(i) The best evidence available to the contractor in support of any facts alleged by the contractor, including contemporaneous memoranda, correspondence, affidavits, and any other material tending to establish matters of fact:

(ii) If written contracts are involved, complete copies of or a brief description of the contracts, indicating the dates of execution and amendments thereto, the items being procured, the price or prices, the delivery schedule and revisions thereof, and such other special contractual provisions as may be relevant to the request;

(iii) A history of performance indicating when work under the contracts or commitments was begun, the progress made to the present, an exact statement of the contractor's remaining obligations, and the contractor's expectations

regarding completion thereof;

(iv) A statement of payments received, payments due, and payments yet to be received or to become due, including advance and progress payments, and amounts withheld by the Government, and information as to other obligations of the Government, if any, which are yet to be performed under the contract;

(v) A statement giving a detailed analysis of the monetary elements of the request, including precisely how the actual or estimated dollar amount of the request was arrived at, the effect of approval or denial on the contractor's profits before Federal income taxes, and whether the costs for which reimbursement is requested have been included as a part of its gross costs in statutory renegotiation proceedings, together with the contractor's renegotiation status for the relevant years;

(vi) If a written contract is involved, a statement of the contractor's understanding of why the subject matter of the request cannot now and could not at the time if arose be disposed of under the terms of the contract itself:

(vii) Relevant financial statements, cost analyses, or other such data, preferably certified by a certified public accountant, including such additional financial data as is necessary to explain fully and to support the monetary elements of the request for adjustment:

(viii) A list of persons (in the employ of the Government, in the employ of the contractor, or otherwise connected with the contract) who have some factual knowledge of the subject matter, including where possible the name, office or title, address and telephone number of each such person;

(ix) A statement and evidence of steps taken to mitigate loss and reduce claims to a minimum; and

(x) Such other statements or evidence as may be requested.

(c) Requests under § 18-61.103(b) (1). In addition to the matters of fact enumerated in § 18-61.105(b), where a request involves possible amendment without consideration, and "essentiality" is a factor, the contractor may be asked to furnish:

(1) A statement and evidence of the contractor's original breakdown of estimated costs, including contingency allowances and profit;

(2) A statement and evidence of the contractor's present estimate of total costs under the contracts involved if enabled to complete, broken down between costs accrued to date of request, and runout costs, and as between costs for which

the contractor has made payment and those for which it is indebted at the time of the request;

- (3) A statement and evidence of the contractor's estimate of the final price of the contracts involved giving effect to all escalation, changes, extras and the like, known or contemplated by the contractor:
- (4) A statement of any claims known or contemplated by the contractor against the Government involving the contracts in question, other than those stated in response to § 18-61.105(c) (3);
- (5) An estimate of the total profit or loss under the contracts involved if enabled to complete at the final contract price (see § 18-61.105(c)(3)) broken down between profit or loss to date, and run-out profit or loss:
- (6) An estimate of the total profits from other Government business, and all other sources, during the period from the date of the first contract involved to the estimated date of completion of all the contracts involved;
- (7) A statement of the amount of any tax refunds and an estimate of those anticipated during or for the period from the date of the first contract involved through the estimated completion date of all the contracts involved;
- (8) A statement in detail as to efforts the contractor has made to obtain funds from commercial sources to enable it to complete performance of the contracts involved:
- (9) A statement of the minimum amount necessary as an amendment without consideration to enable the contractor to complete performance of the contracts involved, and the detailed basis for that amount:
- (10) An estimate of the time required to complete each contract if the request is granted;
- (11) A statement of the factors which have caused the loss under the contracts involved;
- (12) A statement as to the course of events anticipated if the request is denied:
- (13) Balance sheets, preferably certified by a certified public accountant, as of the end of the contractor's fiscal year first preceding the date of the first contract, as of the end of each subsequent fiscal year, as of the date of the request, and projected as of the date of completion of all the contracts assuming the contractor is enabled to complete the contracts at the final prices estimated pursuant to § 18-61.105(c) (3), together with income statements for annual periods subsequent to the date of the first balance sheet. Balance sheets and income statements should be both consolidated, and by affiliates, and should show all transactions between the contractor and its affiliates, stockholders, and partners, including loans to the contractor guaranteed by any stockholder or partner; and
- (14) A list of all salaries, bonuses and all other forms of compensation of the principal officers or partners and of all dividends and other withdrawals, and all payments to stockholders in any form since the date of the first contract involved.

- (d) Requests under § 18-61.103(b) (2). In addition to the matters of fact enumerated in § 18-61.105(b), where a request involves possible amendment without consideration because of Government action, and "essentiality" is not a factor, the contractor may be asked to furnish:
- '(1) A clear statement of the precise Government action which the contractor considers caused a loss under the contract with evidence to support each essential fact:
- (2) A statement and evidence of the contractor's original breakdown of estimated costs, including contingency allowances, and profit:
- (3) The estimated total loss suffered under the contract, with detailed supporting analysis; and
- (4) The estimated loss resulting from the Government action, with detailed supporting analysis.
- (e) Requests under § 18-61.103(c). In addition to the matters of fact enumerated in § 18-61.105(b), where a request involves possible correction of a mistake, the contractor may be asked to furnish:
- (1) A statement and evidence of the precise mistake or error that was made, the ambiguity that exists, or the misunderstanding that arose, showing of what it consisted and how it occurred, and the intention of the parties;
- (2) A statement explaining when the mistake was discovered, when notice of mistake was given to the contracting officer, and whether given before completion of work under, or the effective date of termination of, the contract;
- (3) An estimate of loss or profit under the contract with detailed supporting analysis; and
- (4) An estimate of the increase in cost to the Government resulting from the adjustment requested with detailed supporting analysis.
- (f) Requests under § 18-61.103(d). In addition to the matters of fact enumerated in § 18-61.105(b), where a request involves possible formalization of an informal commitment, the contractor may be asked to furnish:
- (1) Copies of any written instructions or assurances, or a statement under oath of any oral instructions or assurances made to the contractor, with identification of the Government officer or official making such statement;
- (2) A statement as to when the property or services were furnished or arranged to be furnished, and to whom:
- (3) Evidence that the contractor relied upon the instructions or assurances, with a full description of the circumstances which led it so to rely, and that the contractor intended, at the time of performing the word, to be compensated directly for it by the Government and did not anticipate recovery of the costs in some other way;
- (4) A cost breakdown supporting the amount claimed as a fair compensation for the work performed; and
- (5) A statement and evidence of why it was impracticable to provide for the work performed in an appropriate contractual instrument.

§ 18-61.106 Disposition of cases.

- (a) Investigation. A thorough investigation of all facts and issues relevant to a request shall be made. Facts and evidence shall be obtained from contractor and Government personnel, including signed statements of material facts within the knowledge of individuals where documentary evidence is lacking, and audits where considered necessary to establish financial or cost facts.
- (b) Disposition. Upon receipt of cases, the Board, in accord with its own procedures, shall render decisions as expeditiously as practicable. A Memorandum of Decision disposing of the case shall be prepared for the signature of the Chairman of the Board, which shall be dated and contain the following information:
- (1) The name and address of the contractor, the contract identification, and the nature of the request;
- (2) The decision reached and the actual cost or estimated potential cost, if any, of the decision;
- (3) A concise description of the property or services involved;
- (4) A statement of the circumstances justifying the decision;
- (5) If some adjustment action is approved, a statement in substantially the following form "The Board finds that the action authorized herein will facilitate the national defense."
- The Memorandum of Decision shall omit any of the foregoing information classified "Confidential" or higher. The Board's decision will be communicated to the appropriate official for implementing action.
- (c) Contractual Requirements. Every contract entered into or amended or modified pursuant to this section shall contain:
- (1) A citation of the Act and Executive Order;
- (2) A brief statement of the circumstances justifying the action;
- (3) A recital of the finding that the action will facilitate the national defense;
- (4) The contract clause entitled "Covenant Against Contingent Fees" (see Federal Procurement Regulations (FPR) 1–1.503 and Armed Services Procurement Regulations (ASPR) 7–103.20);
- (5) The contract clause entitled "Examination of Records" (see FPR 1-7.101-10 and ASPR 7-104.15);
- (6) The contract clause entitled "Non-discrimination in Employment" (see FPR 1-7.101-18 and ASPR 12-802);
- (7) The contract clause entitled "Assignment of Claims" (see FPR 1-7.101-8 and ASPR 7-103.8);
- (8) If otherwise applicable, the contract clauses entitled "Walsh-Healey Public Contracts Act (41 U.S.C. 35)," "Davis-Bacon Act (40 U.S.C. 276a)," "Copeland ('Anti-Kickback') Act Nonrebate of Wages (18 U.S.C. 874)," and "Eight-Hour Laws—Overtime Compensation (40 U.S.C. 324)" (See FPR 1-12 and Standard Form 23A, and ASPR 12-604 and 12-403); and
- (9) Any other clauses which are appropriate to the particular procurement.

§ 18-61.107 Records and reports.

(a) When decisions of the Board are implemented, the following documents shall be prepared and maintained on file by the Board:

(1) Two copies of the Memorandum of

Decision; and

(2) One copy of the contractual document implementing the decision approving contractual action.

(b) The Board shall prepare reports for submission to Congress in accordance with the Act.

§ 18-61.108 Interdepartmental coordination.

(a) General. Where a case involves matters of interest to more than one department or agency, the Board may take such joint action as may be proper under the circumstances, including holding joint meetings or hearings. Liaison with the Military Departments and other departments and agencies of the Government in connection with all such cases shall be the responsibility of the Board.

(b) Amendments under § 18-61.103(b) (1). Requests for amendments without consideration under § 18-61.103(b) (1) where "essentiality" is an issue, which involves another department or agency, shall not be finally determined by NASA until advice on the "essentiality" issue is requested and received from such other department or agency. When such advice is received, the responsibility for taking the appropriate action, if any, shall be with NASA.

(c) Funds of other departments or agencies. Requests for adjustment within any category, where the funds of other than NASA may be required, shall not be approved by NASA until advice is requested and received from the other department or agency involved that additional funds will be made available. The request for such advice shall disclose

the following data:
(1) Contractor's name:

(2) Contract number;

(3) Amount of proposed relief;

(4) Brief description of the procurement; and

(5) Account classification—fund citation,

Effective date. The provisions of this part are effective September 23, 1959.

T. Keith Glennan, Administrator.

[F.E. Doc. 59-7928; Filed, Sept. 22, 1959; 8:50 a.m.]

Title 24—HOUSING AND HOUSING CREDIT

Chapter IV—Federal National Mortgage Association, Housing and Home Finance Agency

PART 400—MORTGAGE PURCHASES, SERVICING AND SALES

Miscellaneous Amendments

Part 400 of Chapter IV of Title 24 of the Code of Federal Regulations is amended as follows:

I. In § 400.0, the information relating to location of offices and area served is amended by deleting "Chicago 2, III., 30 North LaSalle Street" and inserting in lieu thereof "Chicago 3, III., 72 West Adams Street, 1120 Commonwealth-Edison Building".

2. In § 400.11, paragraph (a) is amended by deleting "one year" and inserting in lieu thereof "4 months".

(Sec. 309, 68 Stat. 620; 12 U.S.C. 1723a)

FEDERAL NATIONAL MORTGAGE ASSOCIATION J. S. BAUGHMAN.

President.

[F.R. Doc. 59-7922; Filed, Sept., 22, 1959; 8:49 a.m.]

Title 47—TELECOMMUNICATION

Chapter I—Federal Communications
Commission

[Docket No. 13082; FCC 59-967]

PART 7—STATIONS ON LAND IN THE MARITIME SERVICES

PART 8—STATIONS ON SHIPBOARD IN THE MARITIME SERVICES

Radio-Telephone Alarm Signal

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 16th day of September 1959:

The Commission having under consideration the above-captioned matter;

It appearing that in accordance with the requirements of section 4(a) of the Administrative Procedure Act, notice of proposed rule making in this matter, which made provision for the submission of written comments by interested parties, was published in the Federal Register on August 5, 1959 (24 F.R. 6268), and the period for filing comments has now expired; and

It further appearing that the American Telephone and Telegraph Company filed comments in support of the proposed rule amendments and no other comments or objections to the proposal

were received; and

It further appearing that certain editorial changes to the proposed rule amendments were found to be necessary and such changes have been included in this finalization of the amendments; and

It further appearing that the public interest, convenience and necessity will be served by the amendments herein ordered, the authority for which is contained in sections 4(0) and 303 (g) and (r) of the Communications Act of 1934, as amended;

It is ordered, That, effective October 26, 1959, Parts 7 and 8 of the Commission's Rules are amended as set forth below.

(Sec. 4, 48 Stat. 1066, as amended; 47 U.S.C. 154. Interprets or applies sec. 303, 48 Stat. 1082, as amended; 47 U.S.C. 303)

Released: September 17, 1959.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS, Secretary. A. Part 7 is amended as follows:

1. Section 7.7(e) is amended to read as follows:

§ 7.7 Operational.

2

(e) Alarm signals—(1) Radiotelegraph alarm signal. The international radio signal, consisting of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between two consecutive dashes being one second, having for its sole purpose the actuation of automatic devices giving warning by means of an alarm that a distress call or distress message is about to follow, or that an urgent cyclone warning is about to be sent by a coast station authorized to do so.

(2) Radiotelephone alarm signal. The radio signal, consisting of two substantial sinusoidal audiofrequency tones transmitted alternately for a minimum period of 6 seconds, the frequency of one tone being 2200 cycles per second and the frequency of the other being 1300 cycles per second. Each tone has a duration of 250 milliseconds. The tolerance of the frequency of each tone shall be plus or minus 1.5 percent; the tolerance on the uninterrupted duration of each tone shall be plus or minus 50 milliseconds; any interval between successive tones shall not exceed 50 milliseconds; the ratio of the amplitude of the stronger tone to that of the weaker shall be within the range of 1 to 1.2. These tone frequencies are used to modulate the radio-frequency carrier (by means of amplitude modulation on any frequency within the band 1605-2850 kc) at a modulation percentage of not less than 70 nor more than 100 on both positive and négative modulation peaks. This special signal has for its purpose the actuation of automatic devices giving the alarm, and, through its distincfive combination of tones, the ready aural recognition of the presence of the alarm signal. It may be used solely either to announce that a distress call or distress message is about to follow or to announce the transmission of an urgent cyclone warning by a coast station authorized by the Commission to do

Note: "Automatic devices", as this term is used in § 7.7(e) (2), means such devices as may be voluntarily provided for this purpose in mobile or coast stations.

Section 7.104 is amended by adding a new subparagraph (c) (4) as follows:
 7.104 Facilities required for coast stations.

(c) * * *

*

(4) Except for experimental or trial operation under developmental station authorization, any apparatus for generating the radiotelephone alarm signal by automatic means which is used or operated by a coast station for transmission of that signal shall be of a type specifically approved by the Commission in respect to its accuracy, reliability, and any other relevant characteristics applicable to generating the radiotelephone alarm signal as defined in § 7.7(e) (2).

3. Section 7.181 is amended by revising paragraphs (a) (1) and (b) (1), and by deleting footnote 2, as follows:

§ 7.181 Order of priority of communications.

(a) * * *

(1) Distress calls (including the international distress signal for radiotelegraphy 1), the international radiotelegraph alarm signal 1, the radiotelephone alarm signal 1, distress messages, and distress traffic.

(b) * * *

±

- (1) Distress calls (including the international distress signal for radiotelephony 1), the radiotelephone alarm signal 1, distress messages, and distress
- 4. Section 7.187 is amended as follows: Paragraph (d) (1), (2) and (3) are revised; new paragraph (d) (4) is added; new footnote 2 is added; footnote 3 is amended; and footnote 4 is deleted.

§ 7.187 Procedure relative to distress communication.

- (d) Supplemental transmissions. (1) When a distress call has been transmitted which was not preceded by the appropriate alarm signal, or when the appropriate alarm signal as transmitted appears upon audible reception to be ineffective by reason of improper timing, improper class of emission, insufficient signal strength, interference, or excessive frequency deviation, a coast station located in the general vicinity of the vessel, aircraft, or other unit in distress may, if possible and when considered necessary by the licensed operator on duty at that station, transmit:
- (i) The radiotelegraph alarm signal ² on the frequency 500 kc, using the maximum available power and class A2 emission, or
- (ii) The radiotelephone alarm signal a on the frequency 2182 kc, and on such other frequencies authorized for telephony as may be considered necessary or helpful, using the maximum available power.
- power.

 (2) When a coast station has heard a distress call or distress message which has not been acknowledged promptly, it shall, subject to the discretion of the licensed operator on duty at that station, make every effort possible to attract the attention of any station in the maritime service which appears to be in a position to render assistance. For this purpose, transmission of the distress call or distress message may be repeated. In telegraphy, such repetition shall be made, if possible, on the frequency 500 kc using the maximum available power and, if possible, class A2 emission, and/or such
- ²This alarm signal consists of a series of 12 dashes transmitted in one minute, the duration of each dash being 4 seconds and the duration of the interval between 2 consecutive dashes being one second. The international distress signal for radiotelegraphy shall be transmitted 3 times immediately after this alarm signal, in order to operate such automatic apparatus as may be designed to be actuated by the international distress signal on 500 kc.

See § 7.7 for definition of this signal.

other frequencies and with such other class of emission as may be deemed necessary or helpful. In telephony, such repetition shall be made, if possible, on the frequency 2182 kc using the maximum available power and class A3 emission, and/or on such other frequencies as may be deemed necessary or helpful. At the same time all necessary steps shall be taken to notify the authorities who may be able to intervene usefully.

(3) A coast station which repeats a distress call or distress message shall follow it with the words "transmitted for (insert identity of mobile craft in distress) by", and thereafter its own call sign (or other identification if telephony is used) repeated three times. The repetition of a distress call or distress message on 500 kc or 2182 kc should, whenever practicable, be preceded by transmission of the appropriate alarm signal. An interval of not more than two minutes shall, if circumstances permit, be allowed between transmission of an alarm signal and the repetition of a distress call or distress message.

(4) Transmission of the radiotelephone alarm signal as prescribed in subparagraph (1) of this paragraph shall conform to the following procedure. When generated by automatic means, the radiotelephone alarm signal shall be transmitted continuously for a period of at least 30 seconds, but not exceeding one minute without a manual restart operation; when generated by other means, the signal shall be sent as continuously as practicable over a minimum period of approximately one minute.

- 5. Footnote 5 to \$7.188(b) and footnote 6 to \$7.189(c) (1) are redesignated footnotes 4 and 5, respectively.
 - B. Part 8 is amended as follows:
- 1. Section 8.6(e) is amended to read as follows:

§ 8.6 Operational.

(e) Alarm signals—(1) Radiotelegraph alarm signal. The international radio signal, consisting of a series of twelve dashes sent in one minute, the duration of each dash being four seconds and the duration of the interval between two consecutive dashes being one second, having for its sole purpose the actuation of automatic devices giving warning by means of an alarm that a distress call or distress message is about to follow, or that an urgent cyclone warning is about to be sent by a coast station authorized to do so.

(2) Radiotelephone alarm signal. The radio signal, consisting of two substantially sinusoidal audio-frequency tones transmitted alternately for a minimum period of 6 seconds, the frequency of one tone being 2200 cycles per second and the frequency of the other being 1300 cycles per second. Each tone has a duration of 250 milliseconds. The tolerance of the frequency of each tone shall be plus or minus 1.5 per cent; the tolerance on the uninterrupted duration of each tone shall be plus or minus 50 milliseconds; any interval between successive tones shall not exceed 50 milliseconds; the ratio of the amplitude of the stronger tone to that of the weaker

shall be within the range of 1 to 1.2. These tone frequencies are used to modulate the radio-frequency carrier (by means of amplitude modulation on any frequency within the band 1605-2850 kc) at a modulation percentage of not less than 70 nor more than 100 on both positive and negative modulation peaks. This special signal has for its purpose the actuation of automatic devices giving the alarm, and, through its distinctive combination of tones, the ready aural recognition of the presence of the alarm signal. It may be used solely either to announce that a distress call or distress message is about to follow or to announce the transmission of an urgent cyclone warning by a coast station authorized by the Commission to do so.

Note: "Automatic devices", as this term is used in §8.6(e) (2), means such devices as may be voluntarily provided for this purpose in mobile or coast stations.

2. A new § 8.116 is added as follows:

§ 8.116 Apparatus for generating automatically the radiotelephone alarm signal.

Except for experimental or trial operation under developmental station authorization, any apparatus for generating the radiotelephone alarm signal by automatic means, which is used or operated by a mobile station subject to this part for transmission of that signal, shall be of a type specifically approved by the Commission in respect to its accuracy, reliability, and any other relevant characteristics applicable to generating the radiotelephone alarm signal as defined in § 8.6(e) (2).

3. Section 8.177 is amended by revising paragraph (a) (1) and by deleting the note following that subparagraph, by revising paragraph (b) (1), and by adding footnote 1, as follows:

§ 8.177 Order of priority of communications.

(a) * * *

(1) Distress calls (including the international distress signal for radiotelegraphy '), the international radiotelegraph alarm signal, the radiotelephone alarm signal, distress messages, and distress traffic.

* * * * * * * (b) * * *

(1) Distress calls (including the international distress signal for radiotelephon, the radiotelephone alarm signal, distress messages, and distress traffic.

4. Section 8.233(b) is amended to read as follows:

*

§ 8.233 Form of distress call.

(b) (1) The distress call, when transmitted by radiotelephony, is generally preceded by the distress signal for radiotelegraphy as designated in paragraph (a) (1) of this section. Such signal may be produced by a whistle or any other suitable means. Additionally or alternatively, the distress call may be pre-

¹ See § 8,6 for definition of this signal.

ceded by the radiotelephone alarm signal

as provided by § 8.234.

(2) The distress call transmitted by radiotelephony comprises the international distress signal "Mayday" (pronounced as the French expression "m'aider") spoken three times; the words "This is", followed by the identification of the mobile station in distress, the whole repeated three times in each instance.

5. Section 8.234 is amended to read as follows:

§ 8.234 Use of alarm signals.

(a) The distress call, when transmitted by radiotelegraphy on the frequency 500 kc, should, if possible, be preceded by the radiotelegraph alarm signal transmitted by means of class A2 emission on 500 kc. The distress signal for radiotelegraphy as designated in § 8.233(a) (1) shall be transmitted 3 times immediately after the alarm signal, in order to operate such automatic apparatus as may be designed to be actuated by such distress signal on 500 kc. When circumstances permit, an interval of 2 minutes shall be observed after transmission of the alarm signal and distress signal, before transmitting the distress call on 500 kc, to allow time for operators alerted by these signals to go on watch.

(b) The distress call, when transmitted by radiotelephony on the frequency 2182 kc, should, if possible, be preceded by the radiotelephone alarm signal transmitted on 2182 kc.

6. Section 8.241 is amended to read as follows:

§ 8.241 Supplemental transmissions.

(a) When a distress call has been transmitted which was not preceded by the appropriate alarm signal, or when the appropriate alarm signal as transmitted appears upon audible reception to be ineffective by reason of improper timing, improper class of emission, insufficient signal strength, interference, or excessive frequency deviation, a mobile station located in the general

mobile station located in the general vicinity of the vessel, aircraft, or other unit in distress may, if possible and when considered necessary, upon authorization of the master or person responsible for the station, transmit:

(1) The radiotelegraph alarm signal

on the frequency 500 kc, using the maximum available power and class A2 emis-

sion, or

(2) The radiotelephone alarm signal on the frequency 2182 kc, and on such other frequencies authorized for telephony as may be considered necessary or helpful, using the maximum available

(b) When a mobile station has heard a distress call or distress message which has not been promptly acknowledged, and when such mobile station is not itself in a position to render assistance, it shall, subject to the authority of the master, make every effort possible to attract the attention of any station in the maritime service which appears to be in a position to render assistance. For this purpose, transmission of the distress call and the distress message may be repeated. In telegraphy, such repetition shall be made, if possible, on the frequency 500 ke using the maximum available power and, if possible, class

A2 emission, and/or such other frequency and with such other class of emission as may be deemed necessary or helpful. In telephony, such repetition shall be made, if possible, on the frequency 2182 kc using the maximum available power and class A3 emission, and/or on such other frequency as may be deemed necessary or helpful. At the same time all necessary steps shall be taken to notify the authorities who may be able to intervene usefully.

(c) A mobile station which repeats a distress call or distress message shall follow it with the words "transmitted for (insert identity of mobile craft in distress) by", and thereafter its own call sign repeated three times. The repetition of a distress call or distress message on 500 kc or 2182 kc should, whenever practicable, be preceded by transmission of the appropriate alarm signal. An interval of not more than two minutes shall, if circumstances permit, be allowed between transmission of an alarm signal and the repetition of a distress call or distress message.

(d) Transmission of the radiotelephone alarm signal as prescribed in this subpart shall conform to the following procedure. When generated by automatic means, the radiotelephone alarm signal shall be transmitted continuously for a period of at least 30 seconds, but not exceeding one minute without a manual restart operation; when generated by other means, the signal shall be sent as continuously as practicable over a minimum period of approximately one minute.

[F.R. Doc. 59-7948; Filed, Sept. 22, 1959; 8:53 a.m.]

_ proposed rule making

DEPARTMENT OF STATE

I 22 CFR Part 41 I [Public Notice No. 165]

APPLICATION FOR CREW-LIST VISA

Procedures

Notice is hereby given of the proposed issuance of the following rule pertaining to applications for crew-list visas. Interested persons may submit to the Director of the Visa Office, Attention Chief, Regulations Branch, 515 22d Street NW., Washington 25, D.C., written data, views, or arguments (in duplicate) relative to this proposed rule. Such representations may not be presented orally in any manner. All relevant material received within 30 days following the day of publication of this notice will be considered.

Paragraph (a) of § 41.65 Procedures applicable to crew-list visas is amended to read as follows:

(a) Until such time as it becomes administratively practicable to act on the applications of all crewmen for individ-

ual nonimmigrant visas, there shall be submitted for visaing at the consular office nearest the foreign port or place from which a vessel or aircraft commences its voyage to the United States a crew list of all alien-crewmen serving on board such vessel or aircraft who are not in possession of a valid individual entry document or who are not covered by a waiver of the visa requirement. The master of a vessel or commanding officer of an aircraft who applies for a crew-list visa shall present to the consular officer a manifest of all such crewmen on Form I-418 in duplicate. In cases of alien, seamen, the duplicate copy of the Form I-418 shall contain in column (4) the date, city and country of birth of each alien seaman listed who does not have in his possession a valid individual visa or Immigration and Naturalization Service Form I-151 and, in column (5). the place of issuance and the authority issuing the passport held by such alien seaman. Where the master of a vessel or the commanding officer of an aircraft submits a crew list to the consular officer for visaing and fails to set apart those alien crewmen who are to be considered for inclusion in the crew-list visa, the consular officer may, in order to facilitate

the issuance of the crew-list visa and without unduly delaying the departure of the vessel or aircraft, require a separate alphabetical listing on the crew list of all such crewmen. In any case in which the consular officer has reason to believe that an individual crewman may be ineligible to receive a visa under section 212 of the Act, the master of the vessel or the commanding officer of the aircraft who submits the crew list for visaing may be required to present additional information relevant to the eligibility of any such crewman to receive a visa, In lieu of a manifest, on Form I-418, the manifest of alien crewmen serving on board an aircraft may be submitted on the International Civil Aviation Organization manifest or on Customs Form 7507 whenever the number of crewmen does not exceed the number which can be properly listed on such form.

(Section 104, 66 Stat. 174; 8 U.S.C. 1104)

JOHN W. HANES, Jr., Administrator, Bureau of Security and Consular Affairs.

SEPTEMBER 11, 1959.

[F.R. Doc. 59-7946; Filed, Sept. 22, 1959; 8:53 a.m.]

¹See § 8.6 for definition of this signal.

DEPARTMENT OF THE TREASURY

Internal Revenue Service I 26 CFR (1954) Part 301 1

PROCEDURE AND ADMINISTRATION

Licensing and Registration, and Closing Agreements and Compromises

Notice is hereby given, pursuant to the Administrative Procedure Act, approved June 11, 1946, that the regulations set forth in tentative form in the attached appendix are proposed to be prescribed by the Commissioner of Internal Revenue, with the approval of the Secretary of the Treasury or his delegate. Prior to the final adoption of such regulations, consideration will be given to any comments or suggestions pertaining thereto which are submitted in writing, in duplicate, to the Commissioner of Internal Revenue, Attention: T:P, Washington 25, D.C., within the period of 30 days from the date of publication of this notice in the Federal Register. Any person submitting written comments or suggestions who desires an opportunity to comment orally at a public hearing on these proposed regulations should submit his request, in writing, to the Commissioner within the 30-day period. In such a case, a public hearing will be held and notice of the time, place, and date will be published in a subsequent issue of the FEDERAL REGISTER. The proposed regulations are to be issued under the authority contained in section 7805 of the Internal Revenue Code of 1954 (68A Stat. 917; 26 U.S.C. 7805).

CHARLES I. FOX, Acting Commissioner of Internal Revenue.

The following regulations are hereby prescribed under chapters 72 and 74 of the Internal Revenue Code of 1954, as amended, relating to licensing and registration and closing agreements and compromises, respectively, and are effective on and after August 17, 1954. The regulations under chapter 72 are applicable with respect to taxes imposed by the Internal Revenue Code of 1954, and the regulations under chapter 74 are applicable with respect to taxes imposed by the Internal Revenue Code of 1939 and the Internal Revenue Code of 1939 and

LICENSING AND REGISTRATION

Statutory provisions; collection

LICENSING

of foreign items.

301.7001-1	License to collect foreign items.		
REGISTRATION			
301.7011	Statutory provisions; registra- tion—persons paying a special tax.		
301.7011-1	Registration of persons paying a special tax.		
301.7012	Statutory provisions; cross ref-		

CLOSING AGREEMENTS AND COMPROMISES

301.7121	Statutory	provisions;	closing
	agreemer	ats.	
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301.7121-1 Closing agreements.
301.7122 Statutory provisions; compromises.

301.7122-1 Compromises.

301.7001

Sec. 301.7123

Statutory provisions; cross references.

LICENSING AND REGISTRATION

LICENSING

§ 301.7001 Statutory provisions; collection of foreign items.

SEC. 7001. Collection of foreign items—(a) License. All persons undertaking as a matter of business or for profit the collection of foreign payments of interest or dividends by means of coupons, checks, or bills of exchange shall obtain a license from the Secretary or his delegate and shall be subject to such regulations enabling the Government to obtain the information required under subtitle A (relating to income taxes) as the Secretary or his delegate shall prescribé.

Secretary or his delegate shall prescribe.
(b) Penalty for failure to obtain license,
For penalty for failure to obtain the license
provided for in this section, see section 7231.

§ 301.7001-1 License to collect foreign items.

- (a) In general. Any bank or agent undertaking as a matter of business or for profit the collection of foreign items must obtain a license from the district director for the district in which is located its principal place of business within the United States. For definitions of the terms "foreign item" and "collection", see paragraph (b) of this section.
- tion", see paragraph (b) of this section.
 (b) Definitions—(1) Foreign item.
 The term "foreign item", as used in this section, means any item of interest upon the bonds of a foreign country or of a nonresident foreign corporation not having a fiscal or paying agent in the United States (including Puerto Rico as if a part of the United States), or any item of dividends upon the stock of such corporation.
- (2) Collection: The term "collection", as used in this section, includes the following:
- (i) The payment by the licensee of the foreign item in cash:
- (ii) The crediting by the licensee of the account of the person presenting the foreign item;
- (iii) The tentative crediting by the licensee of the account of the person presenting the foreign item until the amount of the foreign item is received by the licensee from abroad; and

(iv) The receipt of foreign items by the licensee for the purpose of transmitting them abroad for deposits.

- (c) Application for license. Application for the license required by paragraph (a) of this section shall be made in writing and shall contain the following information:
- (1) The name and present business of the persons, partnership (including names of all partners), or corporation applying for the license;
- (2) The address of the applicant's principal place of business in the United States and of any branch offices in the United States;
- (3) The date on which the applicant intends to commence the collection of foreign items; and
- (4) An estimate of the aggregate amount of annual collections of foreign items (in dollars).

The application shall be signed by the applicant (a partner, in the case of a

partnership, or an officer, in the case of a corporation).

(d) Issuance of license. The license will be issued by the district director in letter form without cost to the licensee.

(e) Previous license holders. Any person who has been issued a license under the corresponding provision of the Internal Revenue Code of 1939, or any prior revenue law, is not required to renew such license under this section.

(f) Returns of information as to foreign items. For provisions relating to the filing of returns as to foreign items, see section 6041(b) and § 1.6041-4 of the Income Tax Regulations (Part 1 of this chapter).

REGISTRATION

§ 301.7011 Statutory provisions; registration; persons paying a special tax.

Sec. 7011. Registration; persons paying a special tax—(a) Requirement. Every person engaged in any trade or business on which a special tax is imposed by law shall register with the Secretary or his delegate his name or style, place of residence, trade or business, and the place where such trade or business is to be carried on. In case of a firm or company, the names of the several persons constituting the same, and the places of residence, shall be so registered.

(b) Registration in case of death or change of location. Any person exempted under the provisions of section 4905 from the payment of a special tax, shall register with the Secretary or his delegate in accordance with regulations prescribed by the Secretary or his delegate.

§ 301.7011-1 Registration of persons paying a special tax.

- (a) Persons required to register. Every person engaged in a trade or business in respect of which a special tax is imposed by one of the following sections of the Internal Revenue Code of 1954 is required to register with the district director for the district in which such trade or business is located:
- (1) Section 4461 (relating to special tax on persons who maintain for use or permit the use of coin-operated amusement or gaming devices);

(2) Section 4471 (relating to special tax on persons who operate a bowling alley, billiard room, or poolroom);
(3) Section 4821 (relating to special

- (3) Section 4821 (relating to special tax on manufacturers, wholesale dealers, and retail dealers of adulterated butter and manufacturers of process or renovated butter);
- (4) Section 4841 (relating to special tax on manufacturers, wholesale dealers, and retail dealers of filled cheese);
- (5) Section 5031 (relating to special tax on rectifiers of distilled spirits or wines);
- (6) Section 5091 (relating to special tax on brewers);
- (7) Section 5101 (relating to special tax on manufacturers of stills);
- (8) Section 5111 (relating to special tax on wholesale dealers in liquors and wholesale dealers in beer); or
- (9) Section 5121 (relating to special tax on retail dealers in liquors and retail dealers in beer).

For provisions with respect to the registration of persons subject to the special tax imposed by section 5131, relating to the tax on persons claiming drawback on

distilled spirits used in the manufacture of certain nonbeverage products, see section 5132 and the regulations thereunder (Part 197 of this chapter). For cross references to provisions requiring registration of persons engaged in a trade or business in respect of which a special tax is imposed by other sections of the Internal Revenue Code of 1954, see § 301.7012.

(b) Procedure for registration. The registration required of a person by reason of his being engaged in a trade or business in respect of which one of the special taxes listed in paragraph (a) (1) to (9), inclusive, of this section is imposed shall be accomplished by executing and filing, in accordance with the intructions relating thereto, Special Tax Return Form 11 or Special Tax Return Form 11-B, whichever is applicable. Special Tax Return Form 11-B is used to report the special tax imposed by a section listed in paragraph (a) (1) or (2) of this section, and Special Tax Return Form 11 is used to report the special tax imposed by a section listed in paragraph (a) (3), (4), (5), (6), (7), (8), or (9) of this section.

(c) Registration in case of change of ownership or location. Any change of ownership or location of a trade or business in respect of which a special tax is imposed by a section listed in paragraph (a) (1), (2), (3), or (4) of this section must be registered with the Internal Revenue Service if, pursuant to section 4905 (relating to liability for special tax in case of death or change of location), such trade or business may be continued without the payment of any additional special tax. For requirements and procedures with respect to such registration. see section 4905 and the regulations thereunder.

§ 301.7012 Statutory provisions; cross references.

SIC. 7012. Cross references—(a) Narcotic drugs. For provisions relating to registration in relation to narcotic drugs, see section

- (b) Marihuana. For provisions relating to registration in relation to marihuana, see section 4753.
- (c) Firearms. For provisions relating to registration in connection with firearms, see sections 5802, 5841, and 5854.
- (d) For provisions relating to registration in relation to the manufacture of playing cards, see section 4455.
- (e) For provisions relating to registration in relation to the manufacture of white phosphorus matches, see section 4804(d).
- (f) For special rules with respect to registration by persons engaged in receiving wagers, see section 4412.
- (g) For provisions relating to registration in relation to the production or importation of gasoline, see section 4101.
- (h) For provisions relating to registration in relation to the manufacture or production of lubricating oils, see section 4101.
- (i) Penalty. (1) For penalty for failure to register, see section 7272.
- (2) For other penalties for failure to register with respect to wagering, see section 7262.

ISec. 7012 as amended by sec. 4(b) (7). Tax Rate Extension Act 1958 (72 Stat. 260)]

CLOSING AGREEMENTS AND COMPROMISES § 301.7121 Statutory provisions; closing. agreements.

SEC. 7121. Closing agreements-(a) Authorization. The Secretary or his delegate is authorized to enter into an agreement in writing with any person relating to the liability of such person (or of the person or estate for whom he acts) in respect of any internal revenue tax for any taxable period.

(b) Finality. If such agreement is approved by the Secretary or his delegate (within such time as may be stated in such agreement, or later agreed to) such agreement shall be final and conclusive, and, except upon a showing of fraud or malfeasance. or misrepresentation of a material fact-

(1) The case shall not be reopened as to the matters agreed upon or the agreement modified by any officer, employee, or agent of the United States, and

(2) In any suit, action, or proceeding, such agreement, or any determination, assessment, collection, payment, abatement, refund, or credit made in accordance therewith, shall not be annulled, modified, set aside, or disregarded.

§ 301.7121-1 Closing agreements.

(a) In general. The Commissioner may enter into a written agreement with any person relating to the liability of such person (or of the person or estate for whom he acts) in respect of any internal revenue tax for any taxable period ending prior or subsequent to the date of such agreement. A closing agreement may be entered into in any case in which there appears to be an advantage in having the case permanently and conclusively closed, or if good and sufficient reasons are shown by the taxpayer for desiring a closing agreement and it is determined by the Commissioner that the United States will sustain no disadvantage through consummation of such an agreement.

(b) Scope of closing agreement—(1) In general. A closing agreement may be executed even though under the agreement the taxpayer is not liable for any tax for the period to which the agreement relates. There may be a series of closing agreements relating to the tax liability for a single period.

(2) Taxable periods ended prior to date of closing agreement. Closing agreements with respect to taxable periods ended prior to the date of the agreement may relate to the total tax liability of the taxpayer or to one or more separate items affecting the tax liability of the taxpayer, as, for example, the amount of gross income, deduction for losses, depreciation, depletion, the year in which an item of income is to be included in gross income, the year in which an item of loss is to be deducted, or the value of property on a specific date. A closing agreement may also be entered into for the purpose of allowing a deficiency dividend deduction under section 547. In addition, a closing agreement constitutes a determination as defined by section 1313.

(3) Taxable periods ending subsequent to date of closing agreement. Closing agreements with respect to taxable periods ending subsequent to the date of the agreement may relate to one or more separate items affecting the tax liability of the taxpayer.

- 1

(4) Illustration. The provisions of this paragraph may be illustrated by the following example: -

Example. A owns 500 shares of stock in the XYZ Corporation which he purchased prior to March 1, 1913. A is considering selling 200 shares of such stock but is uncertain as to the basis of the stock for the purpose of computing gain. Either prior or subsequent to the sale, a closing agreement may be entered into determining the market value of such stock as of March 1, 1913, which represents the basis for determining gain if it exceeds the adjusted basis otherwise determined as of such date. Not only may the closing agreement determine the basis for computing gain on the sale of the 200 shares of stock, but such an agreement may also determine the basis (unless or until the law is changed to require the use of some other factor to determine basis) of the remaining 300 shares of stock upon which gain will be computed in a subsequent sale.

(c) Finality. A closing agreement which is approved within such time as may be stated in such agreement, or later agreed to, shall be final and conclusive, and, except upon a showing of fraud or malfeasance, or misrepresentation of a material fact:

(1) The case shall not be reopened as to the matters agreed upon or the agreement modified by any officer, employee, or agent of the United States, and

(2) In any suit, action, or proceeding, such agreement, or any determination. assessment, collection, payment, abatement, refund, or credit made in accordance therewith, shall not be annulled, modified, set aside, or disregarded.

However, a closing agreement with respect to a taxable period ending subsequent to the date of the agreement is subject to any change in, or modification of, the law enacted subsequent to the date of the agreement and made applicable to such taxable period, and each closing agreement shall so recite.

(d) Procedure with respect to closing agreements-(1) Submission of request. A request for a closing agreement which relates to a prior taxable period may be submitted at any time before a case with respect to the tax liability involved is docketed in the Tax Court of the United States. All requests for closing agreements shall be submitted on forms prescribed by the Internal Revenue Service. which may be obtained from district directors of internal revenue. The procedure with respect to applications for entering into closing agreements shall be under such rules as may be prescribed from time to time by the Commissioner in accordance with the regulations under this section.

(2) Collection, credit, or refund. Any tax or deficiency in tax determined pursuant to a closing agreement shall be assessed and collected, and any overpayment determined pursuant thereto-shall be credited or refunded, in accordance with the applicable provisions of law.

§ 301.7122 Statutory provisions; compromises.

SEC. 7122. Compromises—(a) Authoriza-on. The Secretary or his delegate may compromise any civil or criminal case arising under the internal revenue laws prior to reference to the Department of Justice, for prosecution or defense; and the Attorney General or his delegate may compromise any such case after reference to the Department of Justice for prosecution or defense.

(b) Record. Whenever a compromise is made by the Secretary or his delegate in any case, there shall be placed on file in the office of the Secretary or his delegate the opinion of the General Counsel for the Department of the Treasury or his delegate, with his reasons therefor, with a statement of:

(1) The amount of tax assessed,

(2) The amount of interest, additional amount, addition to the tax, or assessable penalty, imposed by law on the person against whom the tax is assessed, and

(3) The amount actually paid in accordance with the terms of the compromise.

Notwithstanding the foregoing provisions of this subsection, no such opinion shall be required with respect to the compromise of any civil case in which the unpaid amount of tax assessed (including any interest, additional amount, addition to the tax, or assessable penalty) is less than \$500.

§ 301.7122-1 Compromises.

- (a) In general. Except with respect to certain criminal liabilities arising under the internal revenue laws relating to narcotics, smoking opium, and marihuana, the Commissioner may compromise any civil or criminal liability arising under the internal revenue laws prior to reference of a case involving such liability to the Department of Justice for prosecution or defense. Any such liability may be compromised only upon one or both of the following two grounds:
 - (1) Doubt as to liability; or Doubt as to collectibility.

No such liability will be compromised if the liability has been established by a valid judgment or is certain, and there is no doubt as to the ability of the Government to collect the amounts owing with respect to such liability.

(b) Scope of compromise agreement. A compromise agreement may relate to a civil or criminal liability for taxes, interest, ad valorem penalties, or specific penalties. However, a criminal liability may be compromised only if it involves a violation of a regulatory provision of the Internal Revenue Code, or a related statute, and then only if such violation was not deliberately committed with an

intent to defraud.

(c) Effect of compromise agreement. A compromise agreement relates to the entire liability of the taxpayer (including taxes, ad valorem penalties, and interest) with respect to which the offer in compromise is submitted and all questions of such liability are conclusively settled thereby. Specific penalties, however, shall be compromised separately and not in connection with taxes, interest, or ad valorem penalties. Neither the taxpayer nor the government shall, upon acceptance of an offer in compromise, be permitted to reopen the case except by reason of (1) falsification or concealment of assets by the taxpayer, or (2) mutual mistake of a material fact sufficient to cause a contract to be reformed or set aside. However, acceptance of an offer in compromise of a civil liability does not remit a criminal liability, nor does acceptance of an offer

in compromise of a criminal liability remit a civil liability.

(d) Procedure with respect to offers in compromise-(1) Submission of offers. Offers in compromise shall be submitted on forms prescribed by the Internal Revenue Service which may be obtained from district directors of internal revenue, and should generally be accompanied by a remittance representing the amount of the compromise offer or a deposit if the offer provides for future installment payments. If the final payment on an accepted offer is contingent upon the immediate or simultaneous release of a tax lien in whole or in part, such payment must be in cash, or in the form of a certified, cashier's, or treasurer's check drawn on any bank or trust company incorporated under the laws of the United States or any State, Territory, or possession of the United States, or by a United States postal, bank, express, or telegraph money order.

(2) Stay of collection. The submis-

sion of an offer in compromise shall not automatically operate to stay the collection of any tax liability. However, enforcement of collection may be deferred if the interests of the United States shall not be jeopardized thereby.

(3) Acceptance. An offer in compromise shall be considered accepted only when the proponent thereof is so notified in writing. As a condition to accepting an offer in compromise, the taxpayer may be required to enter into any collateral agreement or to post any security which is deemed necessary for the protection of the interests of the United States.

(4) Withdrawal or rejection. An offer in compromise may be withdrawn by the proponent at any time prior to its acceptance. In the event an offer is rejected, the proponent shall be promptly notified in writing. Frivolous offers or offers submitted for the purpose of delaying the collection of tax liabilities shall be immediately rejected. If an offer in compromise is withdrawn or rejected. the amount tendered with the offer, including all installments paid, shall be refunded without interest, unless the taxpayer has stated or agreed that the amount tendered may be applied to the liability with respect to which the offer was submitted.

(e) Record. Except as otherwise provided in this paragraph, if an offer in compromise is accepted, there shall be placed on file the opinion of the Chief Counsel of the Internal Revenue Service with respect to such compromise, with his reasons therefor, and including a statement of-

 The amount of tax assessed,
 The amount of interest, additional amount, addition to the tax, or assessable penalty, imposed by law on the person against whom the tax is assessed, and

(3) The amount actually paid in accordance with the terms of the compromise.

However, no such opinion shall be required with respect to the compromise of any civil case in which the unpaid amount of tax assessed (including any interest, additional amount, addition to

the tax, or assessable penalty) is less than \$500.

(f) Requirement with respect to statute of limitations. No offer in compromise shall be accepted unless the taxpayer waives the running of the statutory period of limitations on both or either assessment or collection of the tax liability involved for the period during which the offer is pending, or the period during which any installment remains unpaid, and for one year thereafter.

(g) Inspection with respect to accepted offers in compromise. For provisions relating to the inspection of returns and accepted offers in compromise, see section 6103(a) and the regulations there-

under contained in this part.

§ 301.7123 Statutory provisions; cross references.

SEC. 7123. Cross references—(a) Criminal penalties. For criminal penalties for concealment of property, false statement, or falsifying and destroying records, in connection with any closing agreement, compromise, or offer of compromise, see section

(b) Compromises after judgment. For compromises after judgment, see R.S. 3469 (31 U.S.C. 194).

[F.R. Doc. 59-7934; Filed, Sept. 22, 1959; 8:51 a.m.]

DEPARTMENT OF AGRICULTURE

Agricultural Marketing Service [7 CFR Part 1015] CUCUMBERS GROWN IN FLORIDA

Limitation of Shipments

Notice is hereby given that the Secretary of Agriculture is considering the approval of the limitation of shipments hereinafter set forth, which was recommended by the Florida Cucumber Committee, established pursuant to Marketing Agreement No. 118 and Order No. 115 (7 CFR Part 1015), regulating the handling of cucumbers grown in Florida, effective under the applicable provisions of the Agricultural Marketing Agreement Act of 1937, as amended (Sec. 1-19, 48 Stat. 31, as amended 7 U.S.C. 601-674).
Consideration will be given to any

data, views, or arguments pertaining thereto, which are filed with the Director, Fruit and Vegetable Division, Agricultural Marketing Service, United States Department of Agriculture, Washington 25, D.C., not later than three days following publication of this notice in the FEDERAL REGISTER. The proposals are as

§ 1015.303 Limitation of shipments.

During the period from October 1, 1959, through July 31, 1960, no person shall handle any lot of cucumbers unless such cucumbers meet the requirements of paragraphs (a), (b), (c) and (d) of this section or unless such cucumbers are handled in accordance with paragraphs (e), (f) and (g) of this section.

- (a) Minimum grade requirements.
 (1) U.S. Fancy.
- (2) U.S. Extra No. 1.
- (3) U.S. No. 1.

No. 186-

- (4) U.S. No. 1 Small.
- (5) U.S. No. 1 Large.
- (6) U.S. No. 2.
- (b) Size requirements. The size requirement for purposes of this section shall be the same as those specified in the United States Standards for Cucumbers (§§ 51.2220 to 51.2239 of this title) for each of the above grades.
- (c) Pack requirements. Cucumbers must be so packed that they meet the grade and size requirements of this section and one of the pack specifications in § 1015.101.
- (d) Marketing requirements. Each container in each lot shall be marked or stamped to show, as certified by the Federal-State Inspection Service, the U.S. grade applicable to such lot. The marking or stamping shall be in letters at least one-half inch high and so placed on each container as to be conspicuous and legible. Any U.S. grade marks on containers that conflict with the U.S. grade applicable to the cucumbers packed therein shall be obliterated.
- (e) Pickling varieties. The requirements of paragraph (a), except for decay, (b), (c), and (d), shall not be applicable to cucumbers of the Kirby, MR 17, and other pickling type cucumbers of similar varietal characteristics. Each container of pickling type cucumbers handled in accordance with this paragraph shall be marked or stamped "unclassified."
- (f) Special purpose shipments. Cucumbers may be handled for conversion into pickles or relishes without regard to the requirements set forth in this section, but any such handling must conform with the safeguards in §§ 1015.130 through 1015.133. Each container of cucumbers handled in accordance with this paragraph shall be marked or stamped "pickling only" in letters at least onehalf inch high and so placed on each container as to be conspicuous and legible.
- (g) Minimum quantity. Each handler may handle up to, but not to exceed, one bushel (54 pounds net) of cucumbers any day without regard to the requirements of this section, but this exception shall not apply to any portion of a shipment over one bushel of cucumbers.
- (h) Inspection and certification. No person shall handle any cucumbers except for conversion into pickles or relishes pursuant to paragraph (f) of this spection unless the cucumbers are inspected and certified pursuant to the provisions of § 1015.60.
- (i) Definitions. The grades used in this section shall have the same meaning assigned these terms in the U.S. Standards for Cucumbers (§§ 51.2220 to 51.2239 of this title) including the tolerances set forth therein. The term "Kirby" is synonymous with "Black Diamond" and "Stays Green" when related to types of varieties of cucumbers handled under this part. All other terms shall have the same meaning as when used in this part.

(Sec. 1-19, 48 Stat. 31, as amended; 7 U.S.C. 601-674)

Dated: September 18, 1959.

FLOYD F. HEDLUND. Deputy Director, Fruit and Vegetable Division.

[F.R. Doc. 59-7942; Filed, Sept. 22, 1959; 8:53 a.m.l

DEPARTMENT OF HEALTH. EDU-CATION, AND WELFARE

Food and Drug Administration [21 CFR Part 29]

FRUIT BUTTERS, FRUIT JELLIES, FRUIT PRESERVES, AND RELATED PROD-UCTS; DEFINITIONS AND STAND-ARDS OF IDENTITY

Fruit Preserves and Jams; Notice of Proposal To Amend Standard of Identity

Notice is given that a petition has been filed by General Foods Corporation, White Plains, New York, setting forth a proposed amendment of the standard of identity for fruit preserves and jams to make cherry liqueur and rum permitted optional ingredients.

In accordance with the provisions of the Federal Food, Drug, and Cosmetic Act (secs. 401, 701, 52 Stat. 1046, 1055, as amended 70 Stat. 919; 21 U.S.C. 341, 371) and pursuant to the authority delegated to the Commissioner of Food and Drugs by the Secretary of Health, Education, and Welfare (22 F.R. 1045, 23 F.R. 9500), all interested persons are hereby invited to present their views in writing regarding the proposal published below. Such views and comments should be submitted in quintuplicate, addressed to the Hearing Clerk, Department of Health, Education, and Welfare Building, 330 Independence Avenue SW., Washington 25, D.C., prior to the sixtieth day following the date of publication of this notice in the FEDERAL REGISTER.

It is proposed that § 29.3 Preserves. jams; identity; label statement of optional ingredients (21 CFR 29.3) be amended as follows:

- 1. By adding to paragraph (a) a new subparagraph (6) as follows:
- (6) Cherry liqueur or rum, or a combination of the two, in such amounts that the alcohol content of the finished product is less than 2 percent by weight.
- 2. By adding to paragraph (g) a new subparagraph (6) as follows:
- (6) When optional ingredient (a) (6) is used, the label shall bear the statement "flavored with cherry liqueur" or "flavored with rum" or "flavored with cherry liqueur and rum," as the case

Dated: September 17, 1959.

[SEAL]

JOHN L. HARVEY, Deputy Commissioner of Food and Drugs.

[F.R. Doc. 59-7935; Filed, Sept. 22, 1959; 8:51 a.m.1

FEDERAL AVIATION AGENCY

[14 CFR Part 507]

[Reg. Docket No. 127]

AIRWORTHINESS DIRECTIVES

Notice of Proposed Rule Making

Pursuant to the authority delegated to me by the Administrator, (§ 405.27, 24 F.R. 2196), notice is hereby given that the Federal Aviation Agency has under consideration a proposal to amend Part 507 of the regulations of the Administrator to include airworthiness directives requiring corrective action involving Fairchild F-27, Piaggio P.136-L1 and -L2, and Vickers Viscount 810 aircraft; Hamilton Standard propeller blades 6895-8, Kidde and C-O-TWO smoke detectors.

Interested persons may participate in the making of the proposed rule by submitting such written data, views or arguments as they may desire. Communications should be submitted in duplicate to the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. All communications received within 30 days after publication of this notice in the Federal Register will be considered by the Administrator before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received. All comments submitted will be available for examination by interested persons in the Docket Section when the prescribed time for return of comments has expired. This proposal will not be given ofurther distribution as a draft release.

This amendment is proposed under the authority of sections 313(a), 601 and 603 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1423).

In consideration of the foregoing, it is proposed to amend § 507.10(a) by adding the following airworthiness directives:

HAMILTON STANDARD. Applies to 6895-8 propeller blades installed on Douglas DC-6, DC-6A, and DC-6B aircraft.

In order to minimize the possibility of additional 6895-8 blade failures occurring between overhaul on DC-6, DC-6A or DC-6B aircraft due to undetected blade damage, the face alinement check required by AD 58-22-1 shall be made on these blades as specified:

(a) Blades which have not yet complied must have face alinement check made not later than November 1, 1959, and at every engine overhaul thereafter.

(b) Blades which have complied and have been in operation in excess of an engine overhaul period since the last face alinement check was made must have a new face alinement check made not later than November 1. 1959, and at every engine overhaul thereafter.

(c) Blades which have complied and have been in operation less than an engine overhaul period by November 1, 1959, since the last face alinement check was made must have a new face alinement check made before that period is exceeded and at every engine

overhaul thereafter.

Blades which are checked and found not to meet the limits specified in Hamilton Standard Service Bulletins Nos. 546 and 546A shall be removed from service.

(Hamilton Standard Service Bulletins Nos. 546 and 546A cover this same subject.)

This supplements AD 58-22-1 (23 F.R. 9690) for Model 6895-8 blades installed on Douglas DC-6, DC-6A, and DC-6B aircraft only.

FAIRCHILD. Applies to F-27 Series aircraft Serial Numbers 1 to 63 inclusive.

Compliance required not later than December 1, 1959.

(a) The present cartridge unit in the fire extinguisher system has been found to be unreliable above 20,000 feet. Modified cartridge units must therefore be installed to insure reliability above 20,000 feet.

(b) Remove four Fenwal fire extinguisher cartridge units, P/N 690202-2, attached to main and reserve fire extinguisher bottles located in left and right nacelles, and replace with new Fenwal fire extinguisher cartridge units, P/N 690202-3.

(Fairchild F-27 Service Bulletin No. 26-1 covers this same subject.)

PIAGGIO. Applies to all Model P.136-L1 and P.136-L2 aircraft.

Compliance required by December 31, 1959. In order to preclude the water rudder cables from foulling the bolt end and nuts that secure the microswitch to the water rudder retraction cylinder, a cable guard plate must be installed. The Registro Aeronautico Italiano considers compliance mandatory.

(Piaggio & Co. Change Order No. 36L-48 covers the same subject.)

Vickers. Applies to all Viscount Model 810 aircraft.

Compliance required by December 31, 1959. In order to preclude the possibility of excessive glare affecting the pilots, the following medifications are required.

(a) The propeller below low stop warning lamps which are located on the fire control panel should be covered by filtered lamp cowls Vickers P/N 81536.287.

(b) Replace the existing lamp cowl Vickers P/N 74536-745, which is installed at the propeller low stop removed warning lights, with an improved lamp cowl Vickers P/N 75436-265.

The British Air Registration Board considers this mandatory.

(Vickers-Armstrongs Modification Bulletins Nos. FG-1559 and G-1668 cover this subject.)

KIDDE and C-O-TWO. Applies to smoke detectors, Kidde Model A4532-M1, and C-O-TWO Models ASDC-2 and ASDT-3, installed in civil transport category aircraft.

The Walter Kidde Model A4532-M1 and the C-O-TWO Models ASDC-2 and ASDT-3 smoke detectors have unstable and oversensitive alarm settings; thus resulting in false indications. Due to this unsatisfactory characteristic, the manufacturers, Walter Kidde and Company and the C-O-TWO Division of Fyr-Fyter Company have withdrawn their statements of conformance with Technical Standard Orders, TSO-C1 and C1a for these smoke detectors. Therefore, their TSO approvals are invalidated.

All model A4532-M1, ASDC-2 and ASDT-3 smoke detectors installed in transport category aircraft shall be removed from service within 60 days after the effective date of this directive, except those detectors approved as a part of the airplane installation which have an alarm sensitivity that does not exceed 60 percent light transmission need not be removed. The TSO identification must be eliminated from the detector label if not already accomplished.

Issued in Washington, D.C., on September 17, 1959.

B. Putnam, Acting Director, Bureau of Flight Standards.

[F.R. Doc. 59-7898; Filed, Sept. 22, 1959; 8:45 a.m.]

[14 CFR Part 600]

[Airspace Docket No. 59-WA-161]

FEDERAL AIRWAYS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6024 and 600.6602 of the regulations of the Administrator, as hereinafter set forth.

The Federal Aviation Agency has under consideration the modification of segments of VOR Federal airways No. 24 and No. 1502 in the Rochester, Minn., area. VOR Federal airway No. 24 presently extends from Aberdeen, S. Dak., to Lone Rock, Wis. VOR Federal Airway No. 1502 presently extends from San Francisco, Calif., to New York, N.Y. A common segment of these airways between Redwood Falls, Minn., and Lone Rock, Wis., is designated via the Rochester, Minn., VOR. The Rochester VOR at its present location does not perform satisfactorily. To provide more precise navigational guidance on these airway segments, the Rochester VOR will be relocated approximately November 15, 1959 to a new site located at Latitude 43° 46'59", Longitude 92°35'46", at which the navigational signals from this facility will be improved. Victor 24 and 1502 would then be realigned via the Rochester VOR at its new location. The control areas associated with Victor 24 and 1502 are so designated that they will automatically conform to the modified airways. Accordingly, no amendment relating to such control areas is necessary.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mis-All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time. but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief. Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, It is proposed to amend \$\$ 600.6024 (14 CFR, 1958 Supp., 600.6024) and 600.6602 (14 CFR, 1958 Supp., 600.6602, 24 F.R. 2230) as follows:

1. Section 600.6024 VOR Federal airway No. 24 (Aberdeen, S. Dak. to Lone Rock, Wis.), is amended as follows:

In the text, delete, "Rochester, Minn. omnirange station; intersection of the Rochester omnirange 113° and the Lone Rock omnirange 287° radials; to the Lone Rock, Wis., omnirange station." and substitute therefor, "Rochester, Minn., VOR; to the Lone Rock, Wis., VOR."

2. Section 600.6602 VOR Federal airway No. 1502 (San Francisco, Calif. to New York, N.Y.), is amended as follows:

In the text, delete, "Rochester, Minn. omnirange station; intersection of the Rochester omnirange 113° and the Lone Rock omnirange 287° radials; Lone Rock, Wis. omnirange station;" and substitute therefor, "Rochester, Minn. VOR; Lone Rock, Wis. VOR;".

Issued in Washington, D.C., on September 16, 1959.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7899; Filed, Sept. 22, 1959; 8:45 a.m.]

[14 CFR Part 600]

[Airspace Docket No. 59-WA-195]

FEDERAL AIRWAYS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6072 of the regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 72 presently extends from Fayetteville, Ark., to Albany, N.Y. The Federal Aviation Agency has under consideration the modification of Victor 72 between the Youngstown, Ohio, VOR and the Bradford, Pa., VOR by realigning this segment via the Tidioute, Pa., VOR to provide more precise navigational guidance. If this action is taken, Victor 72 segment from the Youngstown VOR to the Bradford VOR would be designated via the Tidioute VOR. The control areas associated with Victor 72 are so designated that they will automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica, Long Island, New York. All communications received within thirty days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time,

but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752: 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 600,6072 (24 F.R. 3226) as follows:

Section 600.6072 VOR Federal airway No. 72 (Fayetteville, Ark., to Albany, N.Y.) is amended as follows:

In the text, delete "point of INT of the Fitzgerald, Pa., VOR 304° and the Bradford VOR 260° radials;" and substitute therefor "Tidioute, Pa., VOR,".

Issued in Washington, D.C., on September 16, 1959.

George S. Cassady, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7903; Filed, Sept. 22, 1959; 8:46 a.m.]

I 14 CFR Part 600 1

[Airspace Docket No. 59-WA-109]

FEDERAL AIRWAYS Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6043 of the regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 43 presently extends from Columbus, Ohio, to Erie, Pa. The Federal Aviation Agency is considering a modification of the segment of this airway from Tiverton, Ohio, to Youngstown, Ohio. It is proposed to realign this airway segment via the Navarre, Ohio, VOR to provide more precise navigational guidance. If such action is taken, Victor 43 would be designated from the Tiverton VOR via the Navarre VOR to the Youngstown VOR. The control areas associated with this airway are so designated that they will automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary. The Atwater Intersection domestic VOR reporting point, which would otherwise require redesignation to conform with

the modified airway, has been proposed to be revoked in Airspace Docket No. 59-WA-41.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All Communications received within thirty days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 600.6043 (14 CFR, 1958 Supp., 600.6043) to read as follows:

§ 600.6043 VOR Federal airway No. 43 (Columbus, Ohio, to Erie, Pa.).

From the Appleton, Ohio, VOR via the Tiverton, Ohio, VOR; Navarre, Ohio, VOR; Youngstown, Ohio, VOR; to the Erie, Pa., VOR.

Issued in Washington, D.C., on September 16, 1959.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7908; Filed, Sept. 22, 1959; 8:47 a.m.]

I 14 CFR Part 600]

[Airspace Docket No. 59-WA-116]

FEDERAL AIRWAYS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6084 of the regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 84 presently extends from Hinckley, Ill., to Syracuse, N.Y. The Federal Aviation Agency has under consideration the modification of the United States portion of Victor 84

between Lansing, Mich., and London, Ont. At present, air traffic on this segment of the airway must traverse an area of highly concentrated military air operations in the vicinity of Selfridge " Air Force Base, Mich. Due to the present alignment of airways in the Detroit area, it is necessary to route air traffic through the complex Detroit terminal area to bypass the military operations. In order to route air traffic around both the Selfridge AFB terminal and the Detroit terminal, the segment of Victor 84 from Lansing, Mich., to London, Ont., would be designated from the Lansing, Mich., VOR via the Flint, Mich., VOR; Peck, Mich., VOR; to the London, Ont., VOR. The Department of Transport of the Canadian Government agrees to this proposal, and will act to modify the Canadian portion of this airway accordingly.

The control areas associated with Victor 84 are so designated that they will automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communication received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354)

In consideration of the foregoing, it is proposed to amend § 600.6084 (24 F.R. 2228) as follows:

Section 600.6084 VOR Federal airway No. 84 (Hinckley, Ill., to Syracuse, N.Y.) is amended as follows:

In the text, delete "Selfridge, Mich., VOR;" and substitute therefor "Flint, Mich., VOR; Peck, Mich., VOR;".

Issued in Washington, D.C., on September 16, 1959.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7909; Filed, Sept. 22, 1959; 8:47 a.m.]

I 14 CFR Part 600 I

[Airspace Docket No. 59-WA-141]

FEDERAL AIRWAYS

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to § 600.6098 of the regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 98 presently extends from Fort Wayne, Ind., to Montreal, Quebec. The Federal Aviation Agency has under consideration modification of the United States portion of Victor 98 between Carleton, Mich., and Windsor, Ont. At present, air traffic on this segment of the airway must traverse a portion of the military air operations area at the Grosse Isle Naval Air Station, Mich., a major Naval Reserve air station. In order to route traffic around the Grosse Isle NAS terminal, the segment of Victor 98 from Carleton to Windsor would be designated from the Carleton VOR via the intersection of the Carleton VOR 020° and the Windsor VOR 251° radials, to the Windsor VOR. The Department of Transport of the Canadian Government agrees to this proposal, and will act to modify the Canadian portion of Victor 98 accordingly.

The control areas associated with Victor 98 are so designated that they will automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within thirty days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 600.6098 (14 CFR, 1958 Supp., 600.6098) to read as follows:

§ 600.6098 VOR Federal airway No. 98 (Fort Wayne, Ind., to Montreal, Ouebec).

From the Fort Wayne, Ind., VOR via the Carleton, Mich., VOR; INT of the Carleton VOR 020° and the Windsor, Ont., VOR 251° radials; Windsor VOR; London, Ont., VOR; Toronto, Ont., VOR; Stirling, Ont., VOR; Massena, N.Y., VOR; to the Montreal, Quebec, VOR.

Issued in Washington, D.C., on September 16, 1959.

> GEORGE S. CASSADY. Acting Director, Bureau of Air Traffic Management.

F.R. Doc. 59-7912; Filed, Sept. 22, 1959; 8:47 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-WA-108]

FEDERAL AIRWAYS AND REPORTING **POINTS**

Modification of Federal Airway and Revocation of Domestic VOR Reporting Point

Pursuant to the authority delegated to me by the Administrator § 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering amendment to §§ 600.6030 and 601,7001 of the regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 30 presently extends from Milwaukee, Wis., to Nantucket, Mass. The Federal Aviation Agency is considering the modification of the Waterville, Ohio, to Youngstown, Ohio, segment of Victor 30 by designating it via the Attica, Ohio, VOR and an intermediate VOR to be installed approximately November 1, 1959 in the vicinity of Akron, Ohio, at latitude 41° 06'28'', longitude 81°12'10'', to provide more precise navigational guidance. If such action is taken, the Waterville to Youngstown segment of Victor 30 would be designated via the Attica VOR and the Akron VOR.

Concurrent with this action, the "Walter Intersection" Domestic VOR reporting point (the intersection of the Cleveland, Ohio, VOR 201° T radial and the Wellington, Ohio, VAR west course), would be revoked. By an amendment to the text of § 600.6030 which was effective May 7, 1959 (24 F.R. 2228), "Litchfield, Mich., omnirange station;" was left in the amended text in error, and will. therefore, be deleted concurrently with this action.

The control areas associated with Victor 30 are so designated that they will automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, New York. All communications received within thirty days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief. Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 600.6030 (14 CFR, 1958 Supp., 600.6030, 24 F.R. 2228) and § 601.7001 (24 F.R. 3229) as follows:

1. Section 600.6030 VOR Federal airway No. 30 (Milwaukee, Wis., to Nantucket, Mass.), is amended as follows:
(a) In the text, delete "Litchfie

"Litchfield, Mich., omnirange station;".

(b) In the text, delete "intersection of the Waterville omnirange 111° True and the Wellington VAR west course: Wellington, Ohio, VAR station; intersection of the Wellington VAR east course and the Youngstown omnirange 250° True radial;" and substitute therefor "Attica, Ohio, VOR; Akron, Ohio, VOR;".

2. In § 601.7001 Domestic VOR reporting points, Walter INT is revoked.

Issued in Washington, D.C., on September 16, 1959.

> GEORGE S. CASSADY. Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7900; Filed, Sept. 22, 1959; 8:45 a.m.]

I 14 CFR Parts 600, 601 1

[Airspace Docket No. 59-WA-202]

FEDERAL AIRWAYS, CONTROL AREAS AND REPORTING POINTS

Modification of Federal Airway, Associated Control Areas and Reporting

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.220, 601.220 and 601.4220 of the regulations of the Administrator, as hereinafter set forth.

Red Federal airway No. 20 presently extends from Lansing, Mich., to Washington, D.C. IFR Peak-Day Airway Traffic Surveys for the last half of the calendar year 1958, and the first half of the calendar year 1959, show aircraft movements for the segments, Cleveland, Ohio, to Akron, Ohio, as two and two, respectively: Akron to Columbiana, Ohio, Intersection as four and three, respectively. On the basis of the surveys. it appears that the retention of these segments of the airway and associated control areas is unjustified as assignment of airspace, and that the revocation thereof would be in the public interest. If such action is taken, Red Federal airway No. 20 would then extend from Lansing, Mich., to Cleveland, Ohio, and from Columbiana, Ohio, to Washington, D.C. Concurrently with this action, § 601.4220 would be amended to conform with the modified airway and the Akron, Ohio, RR as a reporting point would be revoked.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica, N.Y. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division. Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Dockét will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue, N.W., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend §§ 600.220, 601.220, and 601.4220 (14 CFR, 1958 Supp., 600.220, 601.220, 601.4220) as follows:

1. Section 600.220 Red Federal airway No. 20 (Lansing, Mich., to Washington, D.C.). is amended as follows:

(a) In the caption, delete "(Lansing, Mich., to Washington, D.C.)" and substitute therefor, "(Lansing, Mich., to Cleveland, Ohio, and Columbiana, Ohio, to Washington, D.C.)".

(b) In the text, delete "Cleveland, Ohio, radio range; Akron, Ohio, radio range station; the intersection of the

southeast course of the Akron, Ohio, radio range and the northwest course of the Pittsburgh, Pa., radio range;" and substitute therefor, "to the Cleveland, Ohio, RR. From the INT of the S course of the Youngstown, Ohio, RR and the NW course of the Pittsburgh, Pa., RR via the".

2. Section 601.220 Red Federal airway No. 20 control areas (Lansing, Mich., to Washington, D.C.), is amended as follows:

In the caption, delete "(Lansing, Mich., to Washington, D.C.)". and substitute therefor, "(Lansing, Mich., to Cleveland, Ohio, and Columbiana, Ohio, to Washington, D.C.)".

3. Section 601.4220 Red Federal airway No. 20 (Lansing, Mich., to Washington, D.C.), is amended as follows:

(a) In the caption, delete "(Lansing, Mich., to Washington, D.C.)" and substitute therefor, "(Lansing, Mich., to Cleveland, Ohio, and Columbiana, Ohio, to Washington, D.C.)".

(b) In the text, delete "Akron, Ohio, radio range station".

Issued in Washington, D.C., on September 16, 1959.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7902; Filed, Sept. 22, 1959; 8:46 a.m.]

[14 CFR Paris 600, 601] [Airspace Docket No. 59-KC-5]

FEDERAL AIRWAYS AND CONTROL AREAS

Designation of Federal Airway and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.B. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the regulations of the Administrator, as hereinafter set forth.

The Federal Aviation Agency is considering the designation of VOR Federal airway No. 462 and its associated control areas from Houghton, Mich., to Sault Ste. Marie, Mich. The designation of this airway would provide a route for the use of VOR equipped aircraft between these terminals which are presently served only by colored airways.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within 30 days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency,

Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 26, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend Parts 600 and 601 (14 CFR, 1958 Supp., Parts 600, 601) by adding sections as follows:

§ 600.6462 VOR Federal airway No. 462 (Houghton, Mich., to Sault Ste. Marie, Mich.).

From the Houghton, Mich., VOR; via the Whitefish, Mich., VOR; to the Sault Ste. Marie, Mich., VOR, excluding that portion which lies outside the continental limits of the United States.

§ 601.6462 VOR Federal airway No. 462 control areas (Houghton, Mich., to Sault Ste. Marie, Mich.).

All of VOR Federal airway No. 462.

Issued in Washington, D.C., on September 16, 1959.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7904; Filed, Sept. 22, 1959; 8:46 a.m.]

I 14 CFR Paris 600, 601]
[Airspace Docket No. 59-WA-41]

FEDERAL AIRWAYS AND REPORTING POINTS

Modification of Federal Airway and Revocation of Domestic VOR Reporting Point

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6042 and 601.7001 of the regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 42 presently extends from Flint, Mich., to Washington, D.C. The Federal Aviation Agency is considering modification of the segment of Victor 42 from the Cleveland, Ohio, VOR to the Imperial, Pa., VOR. The realignment of this segment of the airway via an intermediate VOR to be installed approximately November 1, 1959, near Akron, Ohio, at latitude 41° 06'28", longitude 81°12'10", would provide more precise navigation guidance for aircraft using this airway. If this action is taken, the airway segment would be designated from the Cleveland

VOR via the Akron VOR to Imperial VOR. Concurrently with this action, it is proposed to revoke the Atwater, Ohio, Intersection, Domestic VOR reporting point described as the point of intersection of the Youngstown, Ohio, omnirange 233° and the Cleveland, Ohio, omnirange 116° True radials. The control areas associated with Victor 42 are so designated that they will automatically conform to the modified airway. Accordingly, no amendment relating to such control areas is necessary.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica, N.Y. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator. or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend §§ 600.6042 (24 F.R. 3226) and 601.7001 (14 CFR, 1958 Supp., 601.7001) as follows:

1. Section 600.6042 VOR Federal airway No. 42 (Flint, Mich., to Washington, D.C.), is amended as follows:

In the text, delete "point of INT of the Youngstown, Ohio, VOR 233° and the Cleveland, Ohio, VOR 116° radials;" and substitute therefor "Akron, Ohio, VOR;"

2. In § 601.7001 Domestic VOR reporting points, Atwater Intersection is revoked.

Issued in Washington, D.C., on September 16, 1959.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7907; Filed, Sept. 22, 1959; 8:46 a.m.]

I 14 CFR Parts 600, 601 I

[Airspace Docket No. 59-WA-40]

FEDERAL AIRWAYS, CONTROL AREAS AND REPORTING POINTS

Revocation of a Segment of Federal Airway, Associated Control Areas and Designated Reporting Points

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.222, 601.222, and 601.4222 of the regulations of the Administrator, as hereinafter set forth.

A segment of Red Federal airway No. 22 presently extends from Mt. Clemens, Mich., to the Ridgetown, Ont., intersection. An IFR Peak-Day Airway Traffic Survey for each half of the calendar year 1958, shows aircraft movements for this segment as seven and one respectively. On the basis of this survey, it appears that the retention of the United States portion of this airway segment and its associated control areas is unjustified as an assignment of airspace and that the revocation thereof would be in the public interest. Therefore, the Federal Aviation Agency is considering the revocation of this portion of Red 22 and its associated control areas. The Department of Transport of the Canadian government agrees to the proposal and would act to revoke the Canadian portion of this airway segment.

If such action is taken, the remaining Canadian portion of Red 22 would then extend from the Clear Creek, Ont., radio range to the United States-Canadian border, and the United States portion of Red 22 and its associated control areas would extend from the United States-Canadian border to the Buffalo, N.Y., radio range. Section 601.4222 relating to designated reporting points for Red 22 would be revised accordingly.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, 4825 Troost Avenue, Kansas City 10, Mo. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation

Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend §§ 600.222, 601.222, 601.4222 (14 CFR, 1958 Supp., 600.222, 601.222 (24 CFR) (1958 Supp., 600.222, 601.222 (24 CFR) (1958 Supp., 600.222, 601.222 (24 CFR) (1958 Supp., 600.222)

601.222, 601.4222) as follows:
1. Section 600.222 Red Fede, al airway
No. 22 (Mt. Clemens, Mich., to Buffalo,
N.Y.) is amended as follows:

(a) In the caption, delete "(Mt. Clemens, Mich., to Buffalo, N.Y.)" and substitute therefor, "(United States-Canadian Border to Buffalo, N.Y.)".

(b) In the text, delete "From the Mt. Clemens, Mich., Selfridge AFB radio range station to the intersection of the southeast course of the Selfridge AFB radio range and the west course of the Clear Creek, Ont., Canada, radio range, excluding the portion which lies outside the continental United States."

2. Section 601.222 Red Federal airway No. 22 control areas (Mt. Clemens, Mich., to Buffalo, N.Y.) is amended as follows:

In the caption, delete "(Mt. Clemens, Mich., to Buffalo, N.Y.)" and substitute therefor "(United States-Canadian Border to Buffalo, N.Y.)".

3. Section 601.4222 Red Federal airway No. 22 (Mt. Clemens, Mich., to Buffalo, N.Y.) is amended as follows:

In the caption, delete "(Mt. Clemens, Mich., to Buffalo, N.Y.)" and substitute therefor "(United States-Canadian Border to Buffalo, N.Y.)".

Issued in Washington, D.C., on September 16, 1959.

GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7906; Filed, Sept. 22, 1959; 8:46 a.m.]

[14 CFR Paris 600, 601]
[Airspace Docket No. 59-WA-134]

FEDERAL AIRWAYS AND CONTROL AREAS

Extension of Federal Airway and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6037 and 601.6037 of the regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 37 presently extends from Savannah, Ga., to Erie, Pa. The Federal Aviation Agency has under consideration the extension of this airway from Erie, Pa., to the Hagersville, Ont., intersection. The Department of Transport of the Canadian Government agrees to this extension of Victor 37 and

would act to designate the Canadian portion of this airway.

At present, traffic from Toronto, Ont., to or over Erie, Pa., and points south must traverse lengthy segments of low frequency airways, or be routed via Cleveland, Ohio, or Buffalo, N.Y. Either of these routes adds considerably to the distance traveled. The extension of Victor 37 from Erie to Hagersville would provide a more direct route for traffic between Toronto and Erie. If such action is taken, Victor 37 and its associated control areas would extend from the Savannah, Ga., VOR to the Hagersville, Ont., intersection.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, New York International Airport, Jamaica, N.Y. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments re-

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 600.6037 (14 CFR, 1958 Supp., 600.6037) and § 601.6037 (14 CFR, 1958 Supp., 601.6037) as follows:

1. Section 600.6037 VOR Federal air-

- 1. Section 600.6037 VOR Federal airway No. 37 (Savannah, Ga. to Erie, Pa.) is amended as follows:
- (a) In the caption, delete "(Savannah, Ga. to Erie, Pa.)" and substitute therefor, "(Savannah, Ga. to Hagersville, Ontario.)"
- (b) In the text, delete "to the Erie, Pa., omnirange station." and substitute therefor, "Erie, Pa. VOR: to the INT of the Erie, Pa. VOR 005° and the London, Ont. VOR 093° radials."
- 2. Section 601.6037 VOR Federal airway No. 37 control areas (Savannah, Ga. to Erie, Pa.) is amended as follows:

In the caption, delete "(Savannah, Ga. to Erie, Pa.)" and substitute therefor, "(Savannah, Ga. to Hagersville, Ontario.)"

Issued in Washington, D.C., on September 16, 1959.

GEORGE S. CASSADAY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7910; Filed, Sept. 22, 1959; 8:47 a.m.]

[14 CFR Parts 600, 601]

[Airspace Docket No. 59-WA-137]

FEDERAL AIRWAYS AND CONTROL AREAS

Extension of Federal Airway and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to §§ 600.6039 and 601.6039 of the regulations of the Administrator, as hereinafter set forth.

VOR Federal airway No. 39 presently extends from South Boston, Va., to Kennebunk, Maine. The Federal Aviation Agency has under consideration the extension of Victor 39 and its associated control areas from Kennebunk, Maine, via the Augusta, Maine, VOR and a VOR proposed to be installed approximately June 15, 1960, near Millinocket, Maine, at latitude 45°35'12", longitude 68°39'56". to Presque Isle, Maine. This extension will provide another VOR airway from the Augusta VOR to the Presque Isle VOR paralleling VOR Federal airway No. 3, to accommodate the high volume of traffic operating via these facilities. The portion of this extension of Victor 39 between Kennebunk and Augusta would overlie Victor 3. This will provide continuity of Victor 39 and simplify flight planning and air traffic management.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Admiinstrator, Federal Aviation Agency, Federal Building, New York International Airport, Jamaica 30, N.Y. All communications received within 30 days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation

Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend §§ 600.6039 (23)

F.R. 10338) and 601.6039 (14 CFR, 1958 Supp., 601.6039) to read as follows: § 600.6039 VOR Federal airway No. 39

§ 600.6039 VOR Federal airway No. 39 (South Boston, Va., to Presque Isle, Maine).

From the South Boston, Va., VOR via the Gordonsville, Va., VOR; Casanova, Va., VOR; Herndon, Va., VOR; Westminster, Md., VOR; Lancaster, Pa., VOR; Allentown, Pa., VOR; Stroudsburg, Pa., VOR; Poughkeepsie, N.Y., VOR; Westfield, Mass., VOR; Gardner, Mass., VOR; Concord, N.H., VOR; Kennebunk, Maine, VOR; Augusta, Maine., VOR; Millinocket, Maine, VOR; to the Presque Isle, Maine, VOR.

§ 601.6039 VOR Federal airway No. 39 control areas (South Boston, Va., to Presque Isle, Maine).

All of VOR Federal airway No. 39.

Issued in Washington, D.C. on September 16, 1959.

GEORGE S. CASSADY Acting Director, Bureau of Air Traffic Management.

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[F.R. Doc. 59-7911; Filed, Sept. 22, 1959; 8:47 a.m.]

I 14 CFR Parts 600, 601] [Airspace Docket No. 59-WA-189]

FEDERAL AIRWAYS AND CONTROL AREAS

Designation of VOR Federal Airway and Associated Control Areas

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Parts 600 and 601 of the regulations of the Administrator, as hereinafter set forth.

The 'Federal Aviation Agency has under consideration the designation of a VOR Federal airway and associated control areas from McDonough, Ga., VOR to Charlotte, N.C. VOR, via Greenwood, S.C., VOR, and the point of intersection of the Greenwood VOR 060° and the Charlotte VOR 227° radials. Upon designation, this airway will parallel VOR Federal airway No. 454 to serve as a dual airway structure for movement of the large volume of air traffic en route to or overflying the Atlanta, Ga., and Charlotte terminal areas. If such action is taken, VOR Federal airway No. 476 andits associated control areas would be · designated from McDonough VOR via Greenwood VOR, and the point of in-

tersection of the Greenwood VOR 060° and the Charlotte VOR 227° radials, to the Charlotte VOR.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within thirty days after publication of this notice in the FEDERAL REGISTER will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division. Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for considera-The proposal contained in this tion. notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency, Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend Parts 600 and 601 (14 CFR, 1958 Supp., Parts 600, 601) by adding the following sections:

§ 600.6476 VOR Federal airway No. 476 (McDonough, Ga., to Charlotte, N.C.).

From the McDonough, Ga., VOR via the Greenwood, S.C., VOR; INT of the Greenwood VOR 060° and the Charlotte radials; to the Charlotte, N.C., VOR.

§ 601.6476 VOR Federal airway No. 476 control areas (McDonough, Ga., to Charlotte, N.C.).

All of VOR Federal airway No. 476.

Issued in Washington, D.C., on September 16, 1959.

> GEORGE S. CASSADY. Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7913; Filed, Sept. 22, 1959; 8:47 a.m.1

[14 CFR Part 601]

[Airspace Docket No. 59-FW-23]

CONTROL ZONES

Modification

Pursuant to the authority delegated to me by the Administrator (§ 409.13, 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is consider-

ing an amendment to § 601.2305 of the No. 186-4

regulations of the Administrator, as hereinafter set forth.

The Federal Aviation Agency has under consideration a modification of the Lawton, Okla., control zone. The present control zone is designated within a 3mile radius of Lawton Municipal Airport and within 2 miles either side of the Lawton VOR 357° and 177° radials, extending from the airport to a point 10 miles south of the VOR. Post Army Air Field, Okla., is located approximately 5 miles north of Lawton Airport. The presently designated ADF standard instrument approach to Post AAF, based on the Post radio beacon, requires aircraft to proceed outside controlled airspace on the final approach. In order to provide protection for aircraft executing ADF instrument approaches to Post AAF, it is proposed to increase the Lawton control zone from a 3-mile radius to a 5-mile radius of Lawton Municipal Airport, excluding the portion which would overlie Fort Sill Restricted Area (R-208).

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Regional Administrator, Federal Aviation Agency, P.O. Box 1689, Fort Worth 1, Tex. All communications received within thirty days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is con-templated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Regional Administrator, or the Chief, Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency. Room B-316, 1711 New York Avenue NW., Washington 25, D.C. An informal Docket will also be available for examination at the office of the Regional Administrator.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749. 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend § 601.2305 (14 CFR, 1958 Supp., 601.2305) as follows: Section 601.2305 Lawton, Okla., control

20ne, is amended as follows:

In the text, delete "Within a 3-mile radius of Lawton Municipal Airport" and substitute therefor "Within a 5-mile radius of Lawton Municipal Airport, excluding the portion which overlies Fort Sill Restricted Area (R-208)".

Issued in Washington, D.C., on September 16, 1959.

> GEORGE S. CASSADY, Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59-7905; Filed, Sept. 22, 1959; 8:46 a.m.]

[14 CFR Part 602]

[Airspace Docket No. 59-WA-129]

CODED JET ROUTES

Establishment of Route

Pursuant to the authority delegated to me by the Administrator (§ 409.13. 24 F.R. 3499), notice is hereby given that the Federal Aviation Agency is considering an amendment to Part 602 of the regulations of the Administrator, as hereinafter set forth.

The Federal Aviation Agency has under consideration the establishment of VOR/VORTAC jet route No. 87 between Houston, Tex., and Chicago, Ill., to provide a route for scheduled air carrier jet aircraft service between these terminals, which will begin in the near future. The portion of J-87-V between Tulsa, Okla., and Butler, Mo., would coincide with VOR/VORTAC jet route No. 25; the portion of J-87-V between Kansas City, Mo., and Joliet, Ill., would coincide with VOR/VORTAC jet route No. 26. This would provide continuity of the route and would thereby simplify flight planning and air traffic management. The proposed route would be aligned to bypass high density military aircraft operating areas at Perrin AFB, Tex., Richards-Gebaur AFB, Mo., and Olathe NAS, Kans. If such action is taken, Jet Route No. 87 would extend from Houston, Tex., via Dallas, Tex., Tulsa, Okla., Butler. Mo., Bradford, Ill., Joliet, Ill., to Northbrook, Ill.

Interested persons may submit such written data, views or arguments as they may desire. Communications should be submitted in triplicate to the Chief. Airspace Utilization Division, Federal Aviation Agency, Washington 25, D.C. All communications received within thirty days after publication of this notice in the Federal Register will be considered before action is taken on the proposed amendment. No public hearing is contemplated at this time, but arrangements for informal conferences with Federal Aviation Agency officials may be made by contacting the Chief, Airspace Utilization Division, Federal Aviation Agency. Any data, views or arguments presented during such conferences must also be submitted in writing in accordance with this notice in order to become part of the record for consideration. The proposal contained in this notice may be changed in the light of comments received.

The official Docket will be available for examination by interested persons at the Docket Section, Federal Aviation Agency. Room B-316, 1711 New York Avenue NW., Washington 25, D.C.

This amendment is proposed under sections 307(a) and 313(a) of the Federal Aviation Act of 1958 (72 Stat. 749, 752; 49 U.S.C. 1348, 1354).

In consideration of the foregoing, it is proposed to amend Part 602 (14 CFR, 1958 Supp., Part 602) by adding a section as follows:

§ 602.587 VOR/VORTAC jet route No. 87 (Houston, Tex. to Northbrook,

From the Houston, Tex., VOR via the Dallas, Tex., VOR; INT of the Dallas

VOR 339° and the Tulsa, Okla., VOR 211° radials; Tulsa VOR; Butler, Mo., VOR; INT of the Butler VOR 009° and the Kansas City, Mo., VOR 060° radials; INT of the Kansas City VOR 060° and the Bradford, Ill., VOR 247° radials; Bradford VOR; Joliet, Ill., VOR; to the Northbrook, Ill., VOR.

Acting Director, Bureau of Air Traffic Management.

[F.R. Doc. 59–7901; Filed, Sept. 22, 1959; Northbrook, Ill., VOR.

tember 16, 1959.

GEORGE S. CASSADY, Acting Director, Bureau

NOTICES

DEPARTMENT OF COMMERCE

Federal Maritime Board

[Docket No. 869]

PACIFIC COAST-HAWAII AND AT-LANTIC/GULF-HAWAII, GENERAL. INCREASES IN RATES

Notice of Investigation and of Hearing

On September 10, 1959, the Federal Maritime Board entered the following order:

It appearing, that there have been filed with the Federal Maritime Board various tariff schedules naming increases in freight rates from, to and between Pacific West Coast ports and ports in Hawaii, also from Hawaiian ports to Atlantic and Gulf ports, to become effective September 14, 1959, designated as follows:

Supplement No. 22 to Matson Navigation Company Freight Tariff No. 1-N, F.M.B. F-No. 87;

Supplement No. 17 to Matson Navigation Company Freight Tariff No. 2-P, F.M.B. F-No. 88;

Supplement No. 6 to Matson Navigation Company Freight Tariff No. 8-D, F.M.B. F-No. 91:

Supplement No. 3 to Matson Navigation Company Freight Tariff No. 9-B, F.M.B. No. 95:

Supplement No. 2 to Matson Navigation Company Freight Tarif. No. 11, F.M.B.

Supplement No. 1 to Matson Navigation Company Freight Tariff No. 10-C, F.M.B. F-No. 101;

Matson Navigation Company Freight Tariff No. 3-N, F.M.B. F-No. 103; and

Matson Navigation Company Freight Tariff No. 7-D, F.M.B. F-No. 104.

It further appearing that the Board, upon consideration of the said schedules and the protests thereto, is of the opinion that the new rates and charges and the new rules and regulations and practices named therein should be made the subject of a public investigation and hearing to determine whether they are just and reasonable and otherwise lawful under the Shipping Act, 1916, or the Intercoastal Shipping Act, 1933, as amended; and

It further appearing that the participating carriers, Matson Navigation Company, American President Lines, Ltd., Isthmian Lines Inc., The Oceanic Steamship Company and United States Lines

Company have agreed that if such schedules are permitted to go into effect without suspension (1) to keep account of all freight moneys received by reason of the increased rates provided in such schedules commencing with September 14, 1959, and terminating on the effective date of the Board's order finally determining the reasonableness and lawfulness of the rates, charges, regulations and practices stated in said schedules; and (2) to refund to the person who paid the freight, upon proper authorization by the Board, any freight charges collected under said schedules during the said period which may be in excess of those determined by the Board to be just and reasonable;

It is ordered, That the Board enter

upon a hearing concerning the reasonableness and lawfulness of the rates. charges, regulations and practices stated

in said schedules;

It is further ordered, That Matson Navigation Company, American President Lines, Ltd., Isthmian Lines, Inc., The Oceanic Steamship Company and United States Lines Company shall (1) keep an account of all freight moneys received by reason of the increased rates provided in such schedules commencing with September 14, 1959, and terminating with the effective date of the Board's order finally determining the reasonableness and lawfulness of the rates, charges, regulations and practices set forth in said schedules: (2) that such carriers, upon final determination by the Board, shall refund to the person who paid the freight any freight charges collected under said schedules during the said period, which may be in excess of those determined by the Board to be just and reasonable and otherwise lawful: and

It is further ordered, That no change shall be made in the rates, charges, regulations, and practices stated in said schedules until this investigation has been terminated by final order of the Board, unless otherwise authorized by

special permission of the Board;

It is further ordered, That the investigation in this proceeding shall not be confined to the matters and issues hereinbefore stated as the reason for instituting this investigation, but shall include all matters and issues with respect to the lawfulness of the said schedules and of all other freight schedules of the carriers named herein in effect bétween ports in Hawaii and ports on the Pacific, Atlantic and Gulf Coasts of the

Issued in Washington, D.C., on Sep- United States under the Shipping Act of 1916, as amended, and the Inter-coastal Shipping Act of 1933, as amended:

It is further ordered, That copies of this order shall be filed with said tariff schedules in the office of the Federal Maritime Board;

It is further ordered. That the investigation herein ordered be assigned for hearing before an examiner of the Board's Hearing Examiner's Office at a date and place to be determined and announced by the Chief Examiner: that a copy of this order shall be forthwith served upon Matson Navigation Company, American President Lines, Ltd., Isthmian Lines, Inc., The Oceanic Steamship Company and United States Lines Company, and that said carriers and protestants be duly notified of the time and place of the hearing herein ordered; and that notice of such hearing be published in the FEDERAL REGISTER.

Pursuant to the above order, notice is hereby given that the hearing herein ordered will be conducted in accordance with the Board's rules of practice and procedure, at a date and place to be announced by the Chief Examiner, and an initial decision will be issued by the examiner.

All persons (including individuals, corporations, associations, firms, partnerships, and public bodies), having an interest in this proceeding and desiring to intervene herein, should notify the Secretary of the Board promptly and should file petitions for leave to intervene in accordance with Rule 5(n) (46 CFR 201.74) of said rules.

By order of the Federal Maritime Board.

[ŠEAL]

JAMES L. PIMPER, Secretary.

SEPTEMBER 18, 1959.

[F.R. Doc. 59-7897; Filed, Sept. 22, 1959; 8:45 a.m.j

Office of the Secretary HAROLD A. MONTAG

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b)(6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the FEDERAL REGISTER in the last six months.

A. Deletions: Gimbel Brothers. B. Additions: Brown Company, Bethlehem

This statement is made as of September 11, 1959.

Dated: September 11, 1959.

HAROLD A. MONTAG.

[F.R. Doc. 59-7938; Filed, Sept. 22, 1959; 8:52 a.m.1

EUBERT F. TAGGERT

Statement of Changes in Financial Interests

In accordance with the requirements of section 710(b) (6) of the Defense Production Act of 1950, as amended, and Executive Order 10647 of November 28, 1955, the following changes have taken place in my financial interests as reported in the Federal Register in the last six months.

A. Deletions: no change. B. Additions: no change.

This statement is made as of September 15, 1957.

Dated: September 15, 1959.

EUBERT F. TAGGERT.

[F.R. Doc. 59-7939; Filed, Sept. 22, 1959; 8:53 a.m.]

DEPARTMENT OF THE INTERIOR

Bureau of Land Management WYOMING

Notice of Proposed Withdrawal and Reservation of Lands

SEPTEMBER 16, 1959.

The Fish and Wildlife Service, United States Department of the Interior, has filed application, Serial Numbers Wyoming 053732 and 062258, for withdrawal of the lands described below, from all forms of appropriation under the public land laws, including the mining but not the mineral leasing laws.

The applicant desires the land for use in connection with the game management unit known as the Whiskey Basin Game Winter Range. The Federal lands will be operated under agreement by the State of Wyoming as a wildlife refuge, public shooting grounds, or game man-

agement area.

For a period of 30 days from the date of publication of this notice, all persons who wish to submit comments, suggestions, or objections in connection with the proposed withdrawal may present their views in writing to the State Supervisor, Bureau of Land Management, P.O. Box 929, Cheyenne, Wyoming.

If circumstances warrant it, a public hearing will be held at a convenient time and place, which will be announced.

A determination of the Secretary of the Interior on the application will be published in the Federal Register. A separate notice will be sent to each interested party of record.

The lands involved in the application are:

SIXTH PRINCIPAL MERIDIAN

T. 40 N., R. 106 W., Sec. 22, SE¹/₄ NE¹/₄, S¹/₂. T. 41 N., R. 106 W., Sec. 29, SE14SE14; Sec. 30, E1/2 NE1/4, SE1/4. Containing 640 acres of public land.

> EUGENE L. SCHMIDT. Lands and Minerals Officer.

[F.R. Doc. 59-7923; Filed, Sept. 22, 1959; 8:49 a.m.j

DEPARTMENT OF HEALTH. EDU-CATION. AND WELFARE

Public Health Service

LICENSED BIOLOGICAL PRODUCTS

Notice is hereby given that pursuant to section 351 to Public Health Service Act. as amended (42 U.S.C. 262), and regulations issued thereunder (42 CFR Part 73), the following establishment license and product license actions have been taken from April 16, 1959 to July 15, 1959, inclusive,

These lists are supplementary to the lists of licensed establishments and products in effect on April 15, 1959, published on August 7, 1959 in 24 F.R. 6358.

ESTABLISHMENT LICENSES ISSUED

Establishment	License No.	Date
Maine Medical Center Blood Bank,		
Portland, Maine St. Vincent Hospital Blood Bank.	366	4-23-59
Erie, Pa.	317	4-24-59
Chicago Wesley Memorial Hospital Blood Bank, Chicago, Ill	318	5-25-59
Inter-County Blood Banks, Inc., Jamaica, N.Y.	175	6-10-59
Institute for Applied Immunology, Chicago, Ill	319	6-26-59
Garden State Blood Bank, Newark,		
N.J. National Blood Bank, Inc., New	320	7- 2-59
York, N.Y.	321	7- 2-59

PRODUCT	LICENSES	ISSUED
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Product	Establishment	License No.	Date
Cifrated whole blood (human).	Maine Medical Center Blood Bank.	316	4-23-59
Do	St. Vincent Hos- pital Blood Bank.	317	4-24-59
Anti-A, B blood grouping serum.	Blood Bank Foundation.	165	5 559
Single donor plasma (hu- man).	Southern Michigan Blood Center, Inc.	272	5-11-59
Citrated whole blood (human).	Chicago Wesley Memorial Hospital Blood Bank.	318	5-25-59
Anti-M serum	Michael Reese Research Foundation.	113	6-25-59
Citrated whole blood (human).	Institute for Applied Im- munology.	319	6-26-59
Anti-Ms serum	Blood Grouping Laboratory of Boston, Inc.	159	6-30-59
Anti-Fya serum (anti-Duffy). Anti-k serum	Dade Reagents, Inc.	. 179	6-30-59
(anti-Cellano). Anti-Kp* serum (anti-Penney). Anti-Wr* serum	Blood Grouping Laboratory of Boston, Inc.	159	7- 2-59
(anti-Wright). Citrated whole blood (human).	Garden State Blood Bank.	320	7- 2-59
Do	National Blood Bank, Inc.	321	7- 2-59

ESTABLISHMENT LICENSES REVOKED

Establishment	License No.	Date
Fargo Clinie Blood Bank, Fargo, N. Dak. Inter-County Blood Bank, Inc., Jamaica, N.Y U.S. Pharmaceutical, Inc., Burbank, Cahf.	219 - 175 275	5-25-50 6-10-50 6-25-50

PRODUCT LICENSES REVOKED

Product	Establishment	License No.	Date
Normal human	Blood Bank of Hawaii.	199	°°-59
Citrated whole	Fargo Clinic Blood	219	5-25-59
blood (human). Anti-Rh typing serum, Anti-Rho	Bank. U.S. Pharmaceu- tical, Inc.	275	6-25-59
(anti-D). Normal human plasma.	do		

T. H. TOMLINSON, Jr., Acting Director, Division of Biologics Standards, National Insti-tutes of Health, Public Health Service, Department of Health, Education, and Welfare.

J. STEWART HUNTER. Assistant to the Surgeon General for Information, Public Health Service, Department of Health, Education, and Welfare.

Approved: September 17, 1959.

[F.R. Doc. 59-7937; Filed, Sept. 22, 1959; 8:52 a.m.]

FEDERAL COMMUNICATIONS COMMISSION

[Docket No. 11866; FCC 59-965]

ALLOCATION OF FREQUENCIES IN BANDS ABOVE 890 MC.

Order Extending Time for Filing Oppositions and Replies to Oppositions

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 16th day of September 1959;

The Commission having under consideration a motion filed on September 11, 1959, by Motorola, Inc., requesting that the time for filing Oppositions to Petitions for Reconsideration filed on September 8, 1959, by the American Telephone and Telegraph Company, General Telephone Service Corporation, United States Independent Telephone Association, Western Union Telegraph Company, Joint Council on Educational Television and the Southern Regional Education Board, in the above-entitled proceeding be extended from September 18, 1959, to October 19, 1959.

Motorola states that it was not served with copies of the above-described petitions and that it assumes that other parties to the proceeding, of which there are some 160, were not served either. The wide geographical dispersion of the parties and participants in the proceeding make it impossible for them to receive adequate notice within the time provided by Rule 1.13. Accordingly, Motorola urges that this rule is inappropriate in this proceeding. Furthermore, Motorola has urged that the volume of the petitions and the length of the record to be

reviewed is such that it will require at least 30 days to prepare an appropriate

As an alternative, Motorola has requested the Commission to summarily deny the petitions for reconsideration if 7658 NOTICES

the Commission is not disposed to grant the extension of time. This suggestion is based on the argument that the petitioners are merely asking the Commission to reverse its decision of July 29, 1959, on matters which have already been fully heard and carefully considered.

In view of the number of participants in this proceeding, the complexity of the proceeding, and the policy matters involved therein, the Commission believes that the public interest, convenience, and necessity would be served by affording the additional time requested for filing oppositions.

Accordingly, it is ordered, That the motion of Motorola to extend the time for filing Oppositions in the above-entitled proceeding from September 18, 1959, to October 19, 1959, is granted.

It is further ordered, That Replies to the Oppositions to the Petitions for Reconsideration must be filed on or before November 9, 1959.

Released: September 18, 1959.

Federal Communications Commission, Mary Jane Morris.

[SEAL] MARY JANE MORRIS, Secretary.

[FR. Doc. 59-7949; Filed, Sept. 22, 1959; 8:53 a.m.]

COOKEVILLE BROADCASTING CO. ET AL.

Order Continuing Hearing Conference

In re applications of Hamilton Parks, tr/as Cookeville Broadcasting Company, Cookeville, Tennessee, et al., Docket No. 12615, File No. BP-11518; Docket Nos. 12960-12934: for construction permits.

It is ordered, This 16th day of September 1959, that a prehearing conference in the above-entitled matter heretofore scheduled for October 5, 1959, is hereby rescheduled to commence at 10:00 a.m., on Wednesday, October 7, 1959, at the offices of the Commission in Washington, D.C.

Released: September 17, 1959.

Federal Communications Commission, [SEAL] Mary Jane Morris, Secretary.

[F.R. Doc. 59-7950; Filed, Sept. 22, 1959; 8:54 a.m.]

VERNON F. CROTTS

Order Scheduling Hearing

In the matter of Vernon F. Crotts, Box 1125, Aransas Pass, Texas, Docket No. 13176; order to show cause why there should not be revoked the license for radio station WA-3357 aboard the vessel "Carey."

The Hearing Examiner having under consideration the necessity of changing the date of hearing;

It appearing that on September 11, 1959, the Chief Hearing Examiner designated the undersigned Hearing Exam-

the Commission is not disposed to grant iner to preside in this proceeding and the extension of time. This suggestion specified the date of November 24, 1959, is based on the argument that the peti-

It appearing that the Hearing Examiner has a hearing already scheduled for November 24 and that a short continuance of the above-entitled proceeding is necessary;

It is ordered, This 17th day of September 1959, on the Hearing Examiner's own motion that the hearing scheduled for November 24 is continued to December 4, 1959.

Released: September 18, 1959.

FEDERAL COMMUNICATIONS
COMMISSION,
MARY JANE MORRIS

[SEAL] MARY JANE MORRIS, Secretary.

[F.R. Doc. 59-7951; Filed, Sept. 22, 1959; 8:54 a.m.]

[Docket No. 12844, etc.; FCC 59M-1194]

RICHARD L. DeHART ET AL.

Order Continuing Hearing

In re applications of Richard L. De-Hart, Mountlake Terrace, Washington, Docket No. 12844, File No. BP-11312; KVOS, Inc. (KVOS), Bellingham, Washington, Docket No. 12845, File No. BP-11360; John W. Davis (KPDQ), Portland, Oregon, Docket No. 12847, File No. BP-11436; for construction permits for standard broadcast stations.

The Hearing Examiner having under consideration a "Petition for Change of Dates", filed on September 11, 1959, by counsel for applicant John W. Davis (KPDQ), requesting that various procedural dates heretofore scheduled in the above-entitled proceeding be extended for a period of 60 days each; and

It appearing that the reason given for the requested extension of dates is that counsel for Davis has other pressing commitments, arising out of Commission matters, that apparently were not anticipated when the dates in the instant proceeding were established on July 27, 1959; and

It further appearing that the Hearing Examiner has previously continued the commencement of this proceeding, and that the lengthy extension period now requested would unduly delay the proceeding before the Hearing Examiner; and

It further appearing that notwithstanding the lack of objection to Davis' counsel's instant request on the part of any of the other parties herein, good cause has not been shown for granting such request;

Accordingly, It is ordered, This 17th day of September 1959, that the Davis "Petition for Change of Dates" is denied.

It is further ordered, on the Hearing Examiner's own motion, that all procedural dates now applicable to this proceeding are continued for 30 days to afford counsel for Davis a reasonable additional interval to prepare his case, as follows:

From; To; and For

October 1-November 2, 1959; (1) Exchange of KPDQ nonengineering exhibits. (2) Exchange of KWIL engineering exhibits. (3) Notification to KPDQ of engineering witnesses desired by KWIL.

nesses desired by KWIL.

October 14-November 16, 1959; (1) Exchange of KWIL nonengineering exhibits.
(2) Notification to KWIL of engineering witnesses desired by KPDQ.

October 21-November 24, 1959 at 10:00 a.m.; Further hearing.

Released: September 18, 1959.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL] MARY JANE MORRIS,

Secretary.

[F.R. Doc. 59-7952; Filed, Sept. 22, 1959; 8:54 a.m.]

[Docket No. 12918; FCC 59M-1199]

DODGE CITY BROADCASTING CO., INC.

Order Continuing Hearing

In re application of The Dodge City Broadcasting Company, Inc., Liberal, Kansas, Docket No. 12918, File No. BP-12110; for construction permit.

The Hearing Examiner has under consideration (1) a petition for leave to submit lay testimony orally at the evidentiary hearing, filed September 10, 1959, by the above-entitled applicant; (2) a comment on said petition filed September 14, 1959, by Seward County Broadcasting Company, Inc.; and (3) a motion for continuance of hearing date and for further prehearing conference filed September 14, 1959, by Seward County Broadcasting Company, Inc.

An informal conference was held with the Hearing Examiner on September 15, 1959, at which it was agreed that if either the applicant or Seward County Broadcasting Company, Inc. (intervenor) desires to offer any exhibits or testimony in addition to that which has already been exchanged, such additional evidence, in exhibit or documentary form, shall be exchanged with all parties on or before the close of business on Monday, September 28,-1959, and that the evidentiary hearing in this proceeding now scheduled to begin on September 21, 1959, be continued to October 13, 1959.

It is ordered, This the 17th day of September 1959, that such testimony as either the applicant or intervenor will seek to introduce in evidence in support of the affirmative showing which either expects to make shall be reduced to writing and placed in exhibit or documentary form and exchanged with all parties on or before September 28, 1959;

It is further ordered, That the evidentiary hearing now scheduled to begin on September 21, 1959, is continued to October 13, 1959:

It is further ordered, That the agreements reached at the informal conference on September 15, 1959, reflected above, have rendered moot the three pleadings identified in the first para-

¹The procedural dates in question appear in the "Order Governing Further Proceedings", released by the Hearing Examiner in this proceeding on July 28, 1959.

graph of this order and accordingly such petitions are dismissed as moot.

Released: September 18, 1959.

FEDERAL COMMUNICATIONS COMMISSION.

[SEAL]

MARY JANE MORRIS, Secretary.

[F.R. Doc. 59-7953; Filed, Sept. 22, 1959; 8:54 a.m.]

[Docket Nos. 13197, 13198; FCC 59-959]

LAWRENCE W. FELT AND INTER-NATIONAL GOOD MUSIC, INC.

Order Designating Applications for Consolidated Hearing on Stated Issues.

In re applications of Lawrence W. Felt, Carlsbad, California, Req.; 103.-7Mc, #279; 4.28kw; minus 93 ft., Docket No. 13179, File No. BPH-2499; International Good Music, Inc., San Diego, California, Req.: 103.7Mc, #279; 72.1kw; 364 ft., Docket No. 14198, File No. BPH-2695; for construction permits.

At a session of the Federal Communications Commission held at its offices in Washington, D.C., on the 16th day of September 1959;

The Commission having under consideration the above-captioned and de-

scribed applications:

It appearing that except as indicated by the issues specified below the instant applicants are legally, technically, financially, and otherwise qualified to operate and construct the instant pro-

posals: and

It further appearing that pursuant to section 309(b) of the Communications Act of 1934, as amended, the Commission, in a letter dated June 30, 1959, and incorporated herein by reference, notified the applicants, and any other known parties in interest, of the grounds and reasons for the Commission's inability to make a finding that a grant of any one of the applications would serve the public interest, convenience, and necessity, and that a copy of the aforementioned letter is available for public inspection at the Commission's offices: and

It further appearing that the applicants' replies to the aforementioned letter have not entirely eliminated the grounds and reasons precluding a grant of the said applications and requiring a hearing on the particular issues hereinafter specified: and

It further appearing that both applicants in their replies stated that amendments concerning proposed programing would be submitted, but that such amendments have not yet been received;

and It further appearing, that the Commission is of the opinion that the orderly dispatch of its business requires that these applications be designated for hearing without delay; and

It further appearing that after consideration of the foregoing and the applicants' replies, the Commission is still unable to make the statutory finding that a grant of the applications would

serve the public interest, convenience, and necessity; and is of the opinion that the applications must be designated for hearing in a consolidated proceeding on the issues specified below:

It is ordered, That pursuant to section 309(b), of the Communications Act of 1934, as amended, the instant applications are designated for hearing in a consolidated proceeding, at a time and place to be specified in a subsequent order, upon the following issues:

1. To determine the areas and populations within the 50 uv/m and 1 mv/m contours of the operations proposed, respectively, by Lawrence W. Felt and International Good Music, Inc., and the availability of other such FM broadcast service to the said areas and populations.

2. To determine, in the light of section 307(b) of the Communications Act of 1934, as amended, which of the instant proposals would better provide a fair, efficient and equitable distribution of radio service.

3. To determine, in the light of the evidence adduced, pursuant to the foregoing issues, which, if either, of the instant applications should be granted.

It is further ordered, That to avail themselves of the opportunity to be heard, the applicants, pursuant to § 1.140 of the Commission's rules, in person or by attorney, shall, within 20 days of the mailing of this order, file with the Commission, in triplicate, a written appearance stating an intention to appear on the date fixed for the hearing and present evidence on the issues specified in this order.

It is further ordered, That the issues in the above-captioned proceeding may be enlarged by the Examiner, on his own motion or on petition properly filed by a party to the proceeding, and upon sufficient allegations of facts in support thereof, by the addition of the following issue: To determine whether the funds available to the applicant will give reasonable assurance that the proposals set forth in the application will be effectuated.

Released: September 18, 1959.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL]

MARY JANE MORRIS. Secretary.

[F.R. Doc. 59-7954; Filed, Sept. 22, 1959; 8:54 a.m.]

[Docket Nos. 13191, 13192; FCC 59M-1180]

HI-FI BROADCASTING CO. AND RADIO HANOVER, INC.

Order Scheduling Hearing

In re applications of William F. Mahoney and C. W. Altland, d/b as Hi-Fi Broadcasting Co., York-Hanover, Pennsylvania, Docket No. 13191, File No. BPH-2663; Radio Hanover, Inc., York-Hanover, Pennsylvania, Docket No. 13192, File No. BPH-2689; for construction permits (FM).

It is ordered, This 11th day of September 1959, that Thomas H. Donahue will preside at the hearing in the above-entitled proceeding which is hereby sched-

uled to commence on December 14, 1959, in Washington, D.C.

Released: September 16, 1959.

FEDERAL COMMUNICATIONS COMMISSION.

MARY JANE MORRIS, [SEAL] Secretary.

[F.R. Doc. 59-7955; Filed, Sept. 22, 1959; 8:54 a.m.]

[Docket Nos. 12950, 12951; FCC 59M-1182]

ISLAND TELERADIO SERVICE, INC., WPRA, INC. (WPRA)

Order Continuing Hearing

In re applications of Island Teleradio Service, Inc., Charlotte Amalie, St. Virgin Islands, Docket No. 12950, File No. BP-11801; WPRA, Inc. (WPRA), Guaynabo, Puerto Rico, Docket No. 12951, File No. BP-12551; for construction permits.

Pursuant to agreements reached at the prehearing conference held on September 15, 1959, the evidentiary hearing in this proceeding presently scheduled to commerce on October 12, 1959, is continued to November 16, 1959.

It is so ordered, This, the 15th, day of

September 1959.

Released: September 16, 1959.

FEDERAL COMMUNICATIONS COMMISSION, MARY JANE MORRIS,

[SEAL] Secretary.

[F.R. Doc. 59-7956; Filed, Sept. 22, 1959; 8:54 a.m.l

[Docket Nos. 12919, 12920; FCC 59M-1187]

LIPPERT AND MID-ROBERT L. BROADCASTERS. AMERICA INC. (KOBY)

Order Continuing Hearing Conference

In re applications of Robert L. Lippert, Fresno, California, Docket No. 12919, File No. BP-10345; Mid-America Broadcasters, Inc. (KOBY), San Francisco, California, Docket No. 12920, File No. BP-12744; for construction permits for standard broadcast stations.

The Hearing Examiner having under consideration a motion, filed by applicant Lippert on September 14, 1959, requesting that the further prehearing conference now scheduled for September 28 be continued to October 28, 1959:

It appearing, that the other parties have no objection to the requested continuance;

It is ordered. This 16th day of September 1959, that the motion is granted, and the further prehearing conference is continued from September 28 to Wednesday, October 28, 1959, at 10 a.m., in the offices of the Commission, Washington,

Released: September 17, 1959.

FEDERAL COMMUNICATIONS COMMISSION, MARY JANE MORRIS,

[SEAL]

Secretary.

[F.R. Doc. 59-7957; Filed, Sept. 22, 1959; 8:54 a.m.1

[Docket Nos. 13010-13053; FCC 59M-1185]

MID-AMERICA BROADCASTING SYSTEM, INC., ET AL.

Order Continuing Hearing

In re applications of Mid-America Broadcasting System, Inc., Highland Park, Illinois, et al., Docket Nos. 13010-13053, File No. BP-11689; for construction permits.

The Hearing Examiner having been informed that several other pending applications may have to be consolidated for hearing, and it therefore appearing proper to hold further proceedings in abeyance: It is ordered, This 15th day of September 1959, that (1) the prehearing conference scheduled for September 25, 1959, and (2) the hearing scheduled for November 23, 1959, are each continued to dates to be set by subsequent order.

Released: September 17, 1959.

[SEAL]

FEDERAL COMMUNICATIONS COMMISSION. MARY JANE MORRIS, Secretary.

[F.R. Doc. 59-7959; Filed, Sept. 22, 1959; 8:55 a.m.]

[Docket No. 18196]

FRANCIS L. MacPHERSON

Order To Show Cause

In the matter of Francis L. MacPherson, Inc., 45 Commercial Street, Gloucester, Massachusetts, Docket No. 13196; order to show cause why there should not be revoked the license for Radio Station WA-6678 aboard the vessel "Francis L. MacPherson".

There being under consideration the matter of certain alleged violations of the Commission's rules in connection with the operation of the above-captioned station;

It appearing, that, pursuant to § 1.61 of the Commission's rules, written notice of violation of the Commission's rules was served upon the above-named licensee as follows:

Official Notice of Violation dated October 16, 1958, calling attention to the following violations, observed October 15, 1958:

1. Section 8.364(a) - Failure to use official station call sign.

2. Section 8.364(a) (1)—Failure to use official station call sign at the beginning and end of each contact.

It further appearing, that, the abovenamed licensee received said Official notice but did not make satisfactory reply thereto, whereupon the Commission, by letter dated December 9, 1958, and sent by Certified Mail-Return Receipt Requested (No. 758438), brought this matter to the attention of the licensee and requested that such licensee respond to the Commission's letter within fifteen days from the date of its receipt stating the measures which had been taken, or were being taken, in order to bring the operation of the radio station into com-

pliance with the Commission's rules, and warning the licensee that his failure to respond to such letter might result in the institution of proceedings for the revocation of the radio station license; and

It further appearing, that receipt of the Commission's letter was acknowledged by the signature of the licensee's agent. Philip Filletto on December 12, 1958, to a Post Office Department return receipt; and

It further appearing, that, although more than fifteen days have elapsed since the licensee's receipt of the Commission's letter, no response was made thereto; and

It further appearing, that, in view of the foregoing, the licensee has willfully violated § 1.61 of the Commission's rules:

It is ordered, This 17th day of September 1959, pursuant to section 312(a) (4) and (c) of the Communications Act of 1934, as amended, and section 0.291(b) (8) of the Commission's Statement of Delegations of Authority, that the said licensee show cause why the license for the above-captioned Radio Station should not be revoked and appear and give evidence in respect thereto at a hearing 1 to be held at a time and place to be specified by subsequent order; and

It is further ordered, That the Secretary send a copy of this order by Certified Mail—Return Receipt Requested to the said licensee.

Released: September 18, 1959.

FEDERAL COMMUNICATIONS COMMISSION, MARY JANE MORRIS. Secretary.

[F.R. Doc. 59-7958; Filed, Sept. 22, 1959; 8:55 a.m.]

¹Section 1.62 of the Commission's rules provides that a licensee, in order to avail himself of the opportunity to be heard, shall, in person or by his attorney, file with the Commission, within thirty days of the re-ceipt of the order to show cause, a written statement stating that he will appear at the hearing and present evidence on the matter specified in the order. In the event it would not be possible for respondent to appear for hearing in the proceeding if scheduled to be held in Washington, D.C., he should advise the Commission of the reasons for such in-ability within five days of the receipt of this If the licensee fails to file an appearance within the time specified, the right to a hearing shall be deemed to have been waived. Where a hearing is waived, a written statement in mitigation or justification may be submitted within thirty days of the receipt of the order to show cause. If such statement contains, with particularity, factual allegations denying or justifying the facts upon which the show cause order is based, the Hearing Examiner may call upon the submitting party to furnish additional information, and shall request all opposing parties to file an answer to the written statement and/or additional information. The record will then be closed and an initial decision issued on the basis of such procedure. Where a hearing is waived and no written statement has been filed within the thirty days of the receipt of the order to show cause, the allegations of fact contained in the order to show cause will be deemed as correct and the sanctions specified in the order to show cause will be invoked.

[Docket Nos. 13006-13009; FCC 59M-1181]

NEWHALL BROADCASTING CO. ET AL.

Order Scheduling Prehearing Conference <

In re applications of Manuel Martinez. tr/as Newhall Broadcasting Company, Newhall, California, Docket No. 13006, File No. BPH-2550; American Broad-Theatres, casting-Paramount (KABC-FM), Los Angeles, California, Docket No. 13007, File No. BPH-2628; Tri-Counties Public Service, (KUDU-FM), Ventura-Oxnard, Inc., Ventura-Oxnard, California, Docket No. 13008, File No. BMPH-5438; William E. Clark (KDOG), Habra, California, Docket No. 13009. File No. BMPH-5502; for construction permits (FM).

It is ordered, This 15th day of September 1959, that all parties, or their counsel, in the above-entitled proceeding are directed to appear for a prehearing conference pursuant to the provisions of § 1.111 of the Commission's rules, at 10:00 o'clock a.m., October 13, 1959, in the Commission's offices, Washington,

Released: September 16, 1959.

FEDERAL COMMUNICATIONS COMMISSION,

MARY JANE MORRIS, [SEAL]

Secretary.

[F.R. Doc. 59-7960; Filed, Sept. 22, 1959; 8:55 a.m.1

[Docket No. 12179, etc.; FCC 59M-1193]

RADIO ST. CROIX, INC., ET AL. Statement and Order Governing Hearing

In re applications of Radio St. Croix, Incorporated, New Richmond, Wisconsin, et al., Docket Nos. 12179, 12181, 12788, 12791, 12792, 12794-12803, 12805, 12905-12907; File No. BP-10925; for con-

struction permits. 1. On July 28, 1959, a prehearing conference was held in this proceeding for the purpose, among other things, of establishing dates for the exchange of engineering exhibits.

2. Because of the many applications which have been consolidated in this proceeding, the Hearing Examiner felt it desirable to effect some kind of separation into groups. Certain issues might be common to all parties within a single group but would have no bearing on the remaining applicants. This was especially so in connection with the engineering issues because one proposal would involve direct conflicts with certain others while it would not involve conflicts with the rest. Accordingly a study was made by the Broadcast Bureau's engineer and the results were represented to the parties and the Examiner at the July 28 conference. This analysis showed three broad divisions which were linked together in certain isolated instances. For convenience these divisions were referred to as Groups A, B, and C,

and the applications in each group are listed as follows:

Group A

Radio St. Croix, Incorporated, New Richmond, Wisconsin, Docket No. 12179.

Hennepin County Broadcasting Company, Golden Valley, Minnesota, Docket No. 12181.

Charles J. Lanphier, Golden Valley, Minnesota, Docket No. 12788.

Joe Gratz, tr/as Minnesota Radio Company, Hopkins-Edina, Minnesota, Docket No.

S. M. Supply Company, Eau Claire, Wisconsin, Docket No. 12794.

Eider C. Stangland, Sheldon, Iowa, Docket No. 12797.

Group B

Rollins Broadcasting, Inc., Harvey, Illinois, Docket No. 12795.

North Shore Broadcasting Co., Inc., Madison, Wisconsin, Docket No. 12800.

Gordon A. Rogers & John Pave, d/b as Skokie Valley Broadcasting Co., Evanston, Illinois, Docket No. 12802.

Southern Wisconsin Co., Inc., Lake Geneva, Wisconsin, Docket No. 12803.

Russell Armentrout & Mildred Armentrout, d/b as Grundy Broadcasting Company, Morris, Illinois, Docket No. 12805.

Reverend Stuart P. Noordyk, Fremont, Mich. igan, Docket No. 12905.

Air Capitol, Inc., Madison, Wisconsin, Docket No. 12906.

Herbert S. Laufman, tr/as Des Plaines-Arlington Broadcasting Co., Des-Plaines, Illinois, Docket No. 12907.

Group C

James B. Tharpe & Joseph L. Rosenmiller, Jr., tr/as Delaware County Broadcasters, Muncie, Indiana, Docket No. 12791.

Courier-Times, Inc., New Castle, Indiana, Docket No. 12796.

Radio Crawfordsville, Inc., Crawfordsville, Indiana, Docket No. 12798.

Sullivan County Broadcasters, Inc., Sullivan, Indiana, Docket No. 12799.

Carl R. Lee and Theodore H. Oppegard, d/b as Somerset Broadcasting Company, Delaware, Ohio, Docket No. 12801.

This grouping was assented to by all parties as a convenient method of associating those applications which are most intimately tied together because of interference. It was understood, of course, that some of the proposals also pose problems of interference to existing stations and there are likewise questions of mutual interference between individual applications in separate groups. It is because of the latter fact that the groups are linked together and, although it will be possible to hold separate hearing sessions for each of the individual groups, it will also be necessary to hold other sessions devoted to the tie-in between groups. All of the foregoing comments relate solely to the engineering questions. It is understood that lay matters will be presented at other sessions of the hearing.

3. Dates for the exchange of engineering exhibits within each group were established at the July 28 conference and, because of the fact that the problems pertaining to each differ somewhat in complexity, the schedule has been arranged to take up the more complex matters last. The exchange dates, which appear in the transcript, are repeated here for the convenience of all parties.

August 31—All applicants who expect to cause interference to existing stations (respondents herein) were to supply preliminary data showing the extent of that interference.

October 5-Preliminary exchange of all engineering exhibits so as to allow time for preparation of additional material requested by the Broadcast Bureau or other

November 2-Final exchange of engineering exhibits among applicants in Group A. November 23-Final exchange of engineering

exhibits among applicants in Group C. December 14—Final exchange of engineering exhibits among applicants in Group B.

4. In order that the parties may anticipate with reasonable definiteness the schedule to be followed on the engineering aspects of the case, hearing sessions will be commenced with respect to engineering on the following dates:

> November 24, 1959-Group A January 11, 1960-Group C February 1, 1960-Group B

5. It will be noted that no dates have been designated for the reception of evidence under the lay issues. Certain of these issues are of concern to only a very few applicants and the Hearing Examiner invites suggestions as to the scheduling of early dates for taking lay evidence. These dates will, of course, be subject to his approval and, if accepted, will be announced by formal orders.

It is ordered, This 17th day of September 1959, that the hearing will be governed by the foregoing statement (or as it may be modified hereafter) and will commence as indicated above on November 24, 1959.

Released: September 17, 1959.

FEDERAL COMMUNICATIONS COMMISSION,

[SEAL]

MARY JANE MORRIS. Secretary.

[F.R. Doc. 59-7961; Filed, Sept. 22, 1959; 8:55 a.m.]

FEDERAL POWER COMMISSION

[Docket No. G-18081]

SKILES OIL CORP.

Notice of Application and Date of Hearing

SEPTEMBER 17, 1959.

Take notice that Skiles Oil Corporation (Applicant), an independent producer having its principal place of business at Mt. Carmel, Illinois, filed on March 17, 1959, an application for (1) authorization pursuant to section 7(b) of the Natural Gas Act, to abandon service to Manufacturers Light and Heat Company (Manufacturers), consisting of the sale of gas produced from certain leases located in Ritchie and Calhoun Counties, West Virginia; and (2) a certificate of public convenience and necessity pursuant to section 7(c) of the Natural Gas Act authorizing Applicant to sell gas produced from the same leases to Hope Natural Gas Company (Hope). subject to the jurisdiction of the Commission, all as more fully described in

the application which is on file with the Commission and open to public inspection.

By order issued June 4, 1956, In the Matters of W. W. Lindsay, Trustee, et al., Docket Nos. G-7925, et al., T. E. Bickel Estate was granted a certificate of public convenience and necessity in Docket No. G-8418 authorizing the sales of natural gas to Manufacturers from the aforementioned leases pursuant to a contract dated October 30, 1942.

By instrument of assignment dated March 18, 1958, said leases were acquired by C. E. Skiles, who in turn, assigned the same to Applicant by assignment dated October 21, 1958, subject to the terms of the sales contract of October

30, 1942.

By instrument dated October 1, 1958, Applicant and Manufacturers have cancelled the contract of October 30, 1942. Manufacturers states that the omission from its supply of the small volume of gas involved will have no substantial effect on its ability to supply the natural gas requirements of its customers.

Applicant states that the sale to Hope will allow greater volumes to be produced because whereas gas is presently being produced and fed into the lines of Manufacturers at 250 to 275 psig, under the operation proposed it would be fed into the lines of Hope at approximately 20 psig. The gas sales contract, dated January 19, 1959, between Applicant and Hope is on file with the Commission as Applicant's FPC Gas Rate Schedule No. 1.

This matter is one that should be disposed of as promptly as possible under the applicable rules and regulations and to that end:

Take further notice that, pursuant to the authority contained in and subject to the jurisdiction conferred upon the Federal Power Commission by sections 7 and 15 of the Natural Gas Act, and the Commission's rules of practice and procedure, a hearing will be held on October 27, 1959 at 9:30 a.m., e.s.t., in a Hearing Room of the Federal Power Commission, 441 G Street NW., Washington, D.C., concerning the matters involved in and the issues presented by such application: Provided, however, That the Commission may, after a non-contested hearing, dispose of the proceedings pursuant to the provisions of § 1.30(c) (1) or (2) of the Commission's rules of practice and pro-Under the procedure herein cedure. provided for, unless otherwise advised, it will be unnecessary for Applicant to appear or be represented at the hearing.

Protests or petitions to intervene may be filed with the Federal Power Commission, Washington 25, D.C., in accordance with the rules of practice and procedure (18 CFR 1.8 or 1.10) on or before October 12, 1959. Failure of any party to appear at and participate in the hearing shall be construed as waiver of and concurrence in omission herein of the intermediate decision procedure in cases where a request therefor is made.

> JOSEPH H. GUTRIDE, Secretary.

[F.R. Doc. 59-7929; Filed, Sept. 22, 1959; 8:50 a.m.l

SECURITIES AND EXCHANGE COMMISSION

[File No. 24A-1203]

PROMOTIVE SINGING, INC.

Order Temporarily Suspending Exemption, Statement of Reasons' Therefor, and Notice of Opportunity for Hearing

SEPTEMBER 17, 1959.

I. Promotive Singing, Inc. a Georgia corporation with its principal business address at 720 Glen Forrest Road NE., Atlanta, filed with the Commission on September 3, 1958, a notification on Form 1-A and an offering circular, and subsequently filed amendments thereto relating to an offering of 7,000 shares of 12 percent non-cumulative preferred stock at \$10.00 per share, aggregating \$70,000 for the purpose of obtaining an exemption from the registration requirements of the Securities Act of 1933, as amended, pursuant to the provisions of section 3(b) thereof and Regulation A promulgated thereunder.

II. The Commission has reasonable cause to believe that the terms and conditions of Regulation A have not been complied with in that the issuer has failed to file reports on Form 2-A as required by Rule 260 and has failed to file a revised offering circular as required by Rule 256(e) of Regulation A despite requests of the Commission's staff for such filings.

It is ordered, Pursuant to Rule 261(a) of the general rules and regulations under the Securities Act of 1933, as amended, that the exemption under Regulation A be, and it hereby is, temporarily suspended.

Notice is hereby given, that any person having any interest in the matter may file with the Secretary of the Commission a written request for a hearing within thirty days herefrom; that, within twenty days after receipt of such request. the Commission will, or at any time upon its own motion may, set the matter down for hearing at a place to be designated by the Commission for the purpose of determining whether this order of suspension should be vacated or made permanent, without prejudice, however, to the consideration and presentation of additional matters at the hearing; and that notice of the time and place of said hearing will be promptly given by the Commission. If no hearing is requested and none is ordered by the Commission, the order shall become permanent on the thirtieth day after its entry and shall remain in effect unless or until it is modified or vacated by the Commission.

By the Commission.

[SEAL]

NELLYE A. THORSEN, Assistant Secretary.

[F.R. Doc. 59-7925; Filed, Sept. 22, 1959; 8:50 a.m.]

INTERSTATE COMMERCE COMMISSION

MOTOR CARRIER APPLICATIONS

[Notice 288]

SEPTEMBER 18, 1959.

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing of applications by motor carriers of property or passengers or brokers under sections 206, 209, and 211 of the Interstate Commerce Act and certain other proceedings with respect thereto.

All hearings will be called at 9:30 o'clock a.m., United States standard time (or 9:30 o'clock a.m., local daylight saving time), unless otherwise specified.

APPLICATIONS ASSIGNED FOR ORAL HEARING OR PRE-HEARING CONFERENCE

MOTOR CARRIERS OF PROPERTY

No. MC 2229 (Sub No. 100), filed August 19, 1959. Applicant: RED BALL MOTOR FREIGHT, INC., 1210 South Lamar, P.O. Box 3148, Dallas, Tex. Applicant's attorneys: Charles D. Mathews and Thomas E. James, P.O. Box 858, Austin, Tex. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, including Class A and B explosives, but excluding commodities in bulk, those of unusual value, household goods as defined by the Commission, and commodities requiring special equipment, (1) between El Dorado, Ark., and Lake Village, Ark.: from El Dorado over U.S. Highway 82 to Lake Village, and return over the same route, serving all intermediate points; (2) between Lake Village, Ark., and Eudora, Ark.: from Lake Village over U.S. Highway 65 to Eudora, and return over the same route, serving all intermediate points; (3) between Eudora, Ark., and Parkdale, Ark.: from Eudora over Arkansas Highway 8 to Parkdale, and return over the same route, serving all intermediate points; and (4) between Montrose, Ark., and the Arkansas-Louisiana State line: from Montrose over U.S. Highway 165 to the Arkansas-Louisiana State line, and return over the same route, serving all intermediate points. Applicant is authorized to conduct operations in Arkansas, Colorado, Louisiana, New Mexico, Oklahoma and

Note: Applicant states there is pending on exception application to merge the properties of Denver-Amarillo Red Ball, Inc., into Red Ball Motor Freight, Inc., in MC-F-6772; and that applicant proposes in the instant application to treat the existing service and facilities of Denver-Amarillo Red Ball as being those of Red Ball Motor Freight, Inc. and to this extent, in addition to proof of convenience and necessity, proof will be offered treating the proposed route as that of an alternate route for service.

HEARING: October 28, 1959, at the down with teeth attached folded; man-Arkansas Commerce Commission, Little ure spreaders or loaders knocked down;

Rock, Ark.; before Joint Board No. 215, or, if the Joint Board waives its right to participate, before Examiner Gerald F. Colfer.

No. MC 9895 (Sub No. 106), Filed August 6, 1959. Applicant: DENVER CHICAGO TRANSPORT COMPANY, INC., East 45th Avenue at Jackson Street, Denver 16, Colo. Applicant's attorney: Alvin J. Meiklejohn, Jr., Suite 526 Denham Building, Denver 2, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting; Acids and chemicals, in bulk, between points in Colorado, South Dakota, and Wyoming. Applicant is authorized to conduct operations in Wyoming, Colorado, Nebraska, Kansas, Utah, and South Dakota.

HEARING: November 9, 1959, at the New Customs House, Denver, Colo., before Examiner Harold W. Angle.

No. MC 19201 (Sub No. 109), filed August 31, 1959. Applicant: PENNSYL-VANIA TRUCK LINES, INC., 110 South Main Street, Pittsburgh, Pa. Applicant's attorney: Robert H. Griswold, Commerce Building, P.O. Box 432, Harrisburg, Pa. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, including commodities in bulk and commodities requiring special equipment, and except Class A and B explosives and household goods as defined by the Commission, in service auxiliary to or supplemental of rail service of the Pennsylvania Railroad Company, between Brockway, Pa., and junction Pennsylvania Highway 28 and U.S. Highway 322 east of Brookville, Pa.; from Brockway over Pennsylvania Highway 28 to junction U.S. Highway 322, and return over the same route, serving no intermediate points, and serving said junction for purposes of joinder only, as an alternate route for operating convenience only in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Indiana, Ohio, Pennsylvania and West Virginia.

Note: Applicant has pending applications to conduct operations as a contract carrier in MC 118779; therefore, dual operations may be involved. Common control may also be involved.

HEARING: October 28, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Walter R. Lee

aminer Walter R. Lee.

No. MC 23441 (Sub No. 1), filed July 27, 1959. Applicant: LAY TRUCKING COMPANY, INC., 1312 Lake Street, La Porte, Ind. Applicant's attorney: John E. Newby, Jr., 201–213 First National Bank Building, La Porte, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Hay pressers and windrow pickups, combined; forage or ensilage harvesters; dump blowers with pipes and attachments; cornpickers and huskers, combined; rakes knocked down with teeth attached folded; manure spreaders or loaders. knocked down:

mowers, knocked down; hay loaders, parts for the implements named above, between La Porte, Ind., on the one hand, and on the other, points in Indiana, Michigan, Wisthe consin, Iowa, Illinois, Missouri, Kentucky, Tennessee, Mississippi, Ohio and Pennsylvania. Applicant is authorized to conduct operations in Illinois, Indiana, Iowa, Kentucky, Michigan, Mississippi, Missouri, Ohio, Pennsylvania, Tennessee and Wisconsin.

HEARING: November 6, 1959, Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Exam-

iner Francis A. Welch.

No. MC 23939 (Sub No. 89) Filed August 13, 1959. Applicant: ASBURY TRANSPORTATION CO., a corporation, 2222 East 38th Street, Los Angeles 58, Calif. Applicant's attorney: E. B. Evans, 718 Symes Building, Denver 2, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cryogenic liquids and liquified gases (except liquified petroleum products) in shipper-owned specially designed semi-trailers, loaded or empty, between all points in Wyoming. Applicant is authorized to conduct operations in Washington, Oregon, Idaho, California, Colorado, Montana, Nevada, Utah, and Wyoming.

HEARING: September 29, 1959, at the New Customs House, Denver, Colo., be-

fore Joint Board No. 197.

No. MC 23939 (Sub No. 90), filed August 25, 1959. Applicant: ASBURY TRANSPORTATION CO., a corporation, 2222 East 38th Street, Los Angeles 58, Calif. Applicant's attorney: E. B. Evans, 718 Symes Building, Denver 2, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cryogenic liquids and liquified gases (except liquified petroleum products), in shipper-owned specially designed semi-trailers, loaded or empty, (1) between points in California; and (2) between points in California, on the one hand, and, on the other, points in Arizona, Colorado, Nebraska, New Mexico and Nevada. Applicant is authorized to conduct operations in Washington, Idaho, Oregon, Montana, Celorado, California, Utah, Wyoming, and Nevada.

HEARING: November 13, 1959, at the New Customs House, Denver, Colo., before Examiner Harold W. Angle.

No. MC 23939 (Sub No. 91), filed August 28, 1959. Applicant: ASBURY TRANSPORTATION CO., 2222 East 38th Street, Los Angeles 58, Calif. Applicant's attorney: E. B. Evans, 718 Symes Building, Denver 2, Colo. Authority sought to operate as a common carrier, by motor vehicle over irregular routes, transporting: Cryogenic liquids and liquefied gases (except liquefied petroleum products) in shipper-owned specially designed semi-trailers, loaded or empty, (1) between points in Colorado and Wyoming, (2) between points in Colorado and Nebraska. (3) between points in Wyoming and Nebraska, and (4) between points in Nebraska. Applicant is authorized to conduct operations in California, Colorado, Idaho, Montana,

Nevada, Oregon, Utah, Washington, and Wyoming.

HEARING: September 29, 1959, at the New Customs House, Denver, Colo., be-

fore Joint Board No. 198.

No. MC 26120 (Sub. No. 3), filed July 1959. Applicant: GEORGE HOOKER, Tuscarawas Road, Uhrichsville, Ohio. Applicant's attorney: Richard H. Brandon, 808 Hartman Building, Columbus 15, Ohio. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Vitrified clay sewer pipe and fittings, from Diamond and Uhrichsville, Ohio to points in Georgia, North Carolina and South Carolina; Clay conduit, clay base drain block and materials used in the installation and insulation of clay conduit and clay base drain block, from Diamond and Uhrichsville, Ohio to points in Florida, Georgia, North Carolina and South Carolina; Empty used pallets, used in transporting vitrified clay sewer pipe and fittings, clay conduit and clay base drain block, from points in Florida, Georgia, North Carolina and South Carolina to Diamond and Uhrichsville. Ohio and Returned, refused and rejected shipments of the commodities specified in this application on return. Applicant is authorized to conduct operations in Florida, Ohio, Pennsylvania and West Virginia.

HEARING: November 9, 1959, at the New Post Office Building, Columbus, Ohio, before Examiner John B. Mealy.

No. MC 29886 (Sub. No. 155), filed June 26, 1959. Applicant: DALLAS & MAVIS FORWARDING CO., INC., 4000 West Sample Street, South Bend, Ind. Applicant's attorney: Charles Pieroni, 523 Johnson Building, Muncie, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Trailers, designed to be drawn by passenger automobiles, in initial movements, in truckaway service, from Magnolia, Ark., to points in the United States, including points in Alaska and the District of Columbia. Applicant is authorized to conduct operations throughout the United States.

HEARING: October 27, 1959, at the Arkansas Commerce Commission, Little Rock, Ark., before Examiner Gerald F.

Colfer.

No. MC 29988 (Sub No. 71), filed September 14, 1959. Applicant: DENVER-CHICAGO TRUCKING COMPANY, INC., 45th Avenue at Jackson Street. Denver, Colo. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motorvehicle, over regular routes, transporting: General commodities, except those of unusual value, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, (1) serving ballistic missiles testing and launching sites and supply points therefor, within a 60-mile radius of Denver, Colo., as off-route points in connection with applicant's regular route operations (a) from Denver, Colo., to Tacoma, Wash., (b) from Seattle, Wash., to Denver, Colo., (c) between Denver, Colo., and Chicago, Ill., (d) between Denver, Colo., and Tucson, Ariz., and (e) between Denver, Colo., and St. Louis, Mo.; and (2) serving intercontinental ballistics missile launching sites located within 70 miles of Cheyenne, Wyo., as off-route points in connection with applicant's regular route operations (a) from Denver, Colo., to Tacoma, Wash., (b) from Seattle, Wash., to Denver, Colo., (c) between Denver, Colo., and Chicago, Ill., and (d) between Junction U.S. Highways 30 and 138 near Big Spring, Nebr., and Cheyenne, Wyo. Applicant is authorized to conduct operations in Wyoming, Pennsylvania, Nebraska, Massachusetts, Iowa, Indiana, Connecticut, Ohio, Oregon, New Jersey, New York, New Mexico, California, Arizona, Kansas, Missouri, Illinois, Idaho, Utah, Washington, and Colorado.

HEARING: September 29, 1959, at the New Customs House, Denver, Colo.,

before Joint Board No. 198.

No. MC 41404 (Sub No. 18), filed July 13, 1959. Applicant: ARGO COLLIER TRUCK LINES CORPORATION, Fulton Highway, Martin, Tenn. Applicant's attorney: Joseph M. Scanlan, 111 West Washington Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Cleaning compounds, washing compounds, soap, soap products, lye, lime, shortening, vegetable oils, vegetable oil compounds, glycerine, oleomargarine, from Chicago, Ill., to points in Alabama, Georgia, Louisiana, Mississippi and Tennessee. Applicant is authorized to conduct operations in Alabama, Connecticut, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Mississippi, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Tennessee, and Wisconsin.

HEARING: November 2, 1959, at Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner

Francis A. Welch. No. MC 49368 (Sub No. 77), filed August 7, 1959. Applicant: COMPLETE AUTO TRANSIT, INC., 18465 James Couzens Highway, Detroit 35, Mich. Applicant's attorney: Edmund M. Brady, Guardian Building, Detroit 26, Mich. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Trucks, chassis, bodies, cabs and parts thereof, in driveaway service, in initial movements, from Flint, Mich., to points in Alabama, Florida, Georgia, Idaho, Minnesota, Montana, North Carolina, North Dakota, South Carolina, South Dakota, Washington and Wyoming. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 12, 1959, at the Wolverine Hotel-Elizabeth-Block, East of Woodard, Detroit, Mich., before Exam-

iner Francis A. Welch. No. MC 49368 (Sub No. 78), filed August 7, 1959. Applicant: COMPLETE AUTO TRANSIT, INC., 18465 James Couzens Highway, Detroit 35, Mich. Applicant's attorney: Edmund M. Brady, Guardian Building, Detroit 26, Mich. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: (1) automobiles, bodies and parts thereof, and trucks, chassis, bodies, cabs and parts thereof, in truckaway service only, in initial movements, from St. Louis, Mo., to points in Alabama, Colorado, Idaho, New Mexico, Utah and Wyoming; (2) automobiles, bodies and parts thereof, and trucks, chassis, bodies, cabs and parts thereof, in truckaway and driveaway service, in initial movements, from St. Louis, Mo., to points in Arizona; and (3) trucks, chassis, bodies, cabs and parts thereof, in driveaway service, in initial movements, from St. Louis, Mo., to points in Oregon and Washington. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 13, 1959, at the Wolverine Hotel, Elizabeth-Block, East of Woodard, Detroit, Mich., before Examiner Francis A. Welch.

No. MC 50069 (Sub No. 216), filed August 27, 1959. Applicant: REFINERS TRANSPORT & TERMINAL CORPO-RATION, 2111 Woodward Avenue, Detroit 1, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Organic liquids, in bulk, in tank vehicles, from Bethel, Conn., and points within 5 miles thereof, to points in Illinois, Indiana, Michigan and Ohio. Applicant is authorized to conduct operations in Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennes-see, Vermont, Virginia, West Virginia, and Wisconsin.

HEARING: November 10, 1959, at the Wolverine Hotel, Elizabeth-Block, East of Woodard, Detroit, Mich., before Examiner Francis A. Welch.

No. MC 52657 (Sub No. 567), filed July 14, 1959. Applicant: ARCO AUTO CAR-RIERS, INC., 7530 S. Western Avenue, Chicago 20, Ill. Applicant's attorney: G. W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Shelters, equipped or unequipped, from points in the Chicago, Ill., Commercial Zone, as defined by the Commission, to points in the United States, including Alaska. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 9, 1959, at Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner

Francis A. Welch.

No. MC 52657 (Sub No. 568), filed August 3, 1959. Applicant: ARCO AUTO CARRIERS, INC., 7530 South Western Avenue, Chicago 20, Ill. Applicant's attorney: G. W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: A. Freight gates, lift gates, and winches, from Wayne, Mich., to points in the United States, including Alaska. B. Hoists, from Wayne, Mich., to points in Alabama, Alaska, Arizona, California, Colorado, Florida, Idaho, Kansas, Louisiana, Maine, Mississippi,

Montana, Nebraska (except Omaha), Nevada, New Hampshire, New Mexico, North Dakota, Oklahoma, Oregon, South Dakota, Texas, Utah, Vermont, Washington, and Wyoming. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 17, 1959, at the Wolverine Hotel Elizabeth-Block, East of Woodward, Detroit, Mich., before

Examiner Francis A. Welch.

No. MC 52657 (Sub No. 569), filed August 3, 1959. Applicant: ARCO AUTO CARRIERS, INC., 7530 South Western Avenue, Chicago 20, Ill. Applicant's attorney: G. W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Trailers, except those designed to be drawn by passenger automobiles, in truckaway service, from points in Luzerne County, Pa., to points in the United States, including Alaska, and rejected, refused or damaged trailers on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 17, 1959, at the Wolverine Hotel-Elizabeth-Block, East of Woodward, Detroit, Mich., before Exam-

iner Francis A. Welch.

No. MC 52657 (Sub No. 570), filed August 3, 1959. Applicant: ARCO AUTO CARRIERS, INC., 7530 South Western Avenue, Chicago 20, III. Applicant's attorney: G. W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Containers, cargo containers, and cargo container boxes, from points in Luzerne County, Pa., Wayne, Mich., and Mattoon, Ill., to points in the United States, including Alaska. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 18, 1959, at the Wolverine Hotel, Elizabeth Block, East of Woodward, Detroit, Mich., before Ex-

aminer Francis A. Welch.

No. MC 52657 (Sub No. 571), filed August 3, 1959. Applicant: ARCO AUTO CARRIERS, INC., 7530 South Western Avenue, Chicago 20, Ill. Applicant's attorney: G. W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting; Trailers, except those designed to be drawn by passenger automobiles, in truckaway service, from Mount Pleasant, Mich., to points in the United States, including Alaska, and rejected, refused, or damaged trailers on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 18, 1959, at the Wolverine Hotel, Elizabeth Block, East of Woodard, Detroit, Mich., before Exam-

iner Francis A. Welch.

No. MC 52657 (Sub No. 572), filed August 6, 1959. Applicant; ARCO AUTO CARRIERS, INC., 7530 South Western Avenue, Chicago 20, Ill. Applicant's attorney: G. W. Stephens, 121 West Doty Street, Madison, Wis. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Tanks, hydraulic hoisting units, containers, cargo con-

tainers, cargo container boxes, material spreaders, portable cranes, mixers, and mobile maintenance equipment, including lubricating, welding, machine shop, spraying, and decontamination equipment, from points in Crawford and Marion Counties. Ohio to points in the United States, including Alaska, and rejected, refused or damaged shipments of the commodities specified in this application on return. Applicant is authorized to conduct operations throughout the United States.

Note: Applicant states authority for the transportation of mobile maintenance equipment is being requested as a precaution in view of a possible question as to whether the involved commodities are within the scope of applicant's existing authority under MC 52657 Subs 352 and 476.

HEARING: November 19, 1959, at the Wolverine Hotel, Elizabeth-Block, East of Woodward, Detroit, Mich., before Examiner Francis A. Welch.

No. MC 52917 (Sub No. 40), filed August 27, 1959. Applicant: CHESAPEAKE MOTOR LINES, INC., 340 West North Avenue, Baltimore 17, Md. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Processed meats, cheese, and frozen foods, limited to traffic which has had a prior water movement, from piers in New York, N.Y., and Jersey City, Hoboken, Newark, Elizabeth, and Bayonne, N.J., to Baltimore, Md., and Washington, D.C. Applicant is authorized to conduct operations in Delaware, Maryland, New Jersey, New York, Pennsylvania, Virginia, and the District of Columbia.

Note: Applicant states the purpose of this application is to remove from Certificate No. MC 52917 an obstacle which has been caused by the growth of the Port of New York. The Port of New York authority operates plers within New York City and Jersey City, Hoboken, Newark, Elizabeth, and Bayonne City, N.J. a ship scheduled to dock at New York, N.Y. may be directed to any of the above pier facilities for the discharge of its cargo. The location of the pier assigned is solely determined by current traffic conditions. Thus, even though the ship is berthed in the State of New Jersey for all intent and purposes the Port of discharge is still New York, N.Y. Any duplication with present authority to be eliminated.

HEARING: October 27, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 52917 (Sub No. 41), filed September 3, 1959. Applicant: CHESA-PEAKE MOTOR LINES, INC., 340 West North Avenue, Baltimore 17, Md. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fresh meat, from points in the New York, N.Y., Commercial Zone, as defined by the Commission. to Baltimore, Md., and Washington, D.C. Applicant is authorized to conduct operations in Maryland, Virginia, Delaware, New Jersey and New York.

HEARING: October 27, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lyle C. Farmer.

No. MC 55811 (Sub No. 54), filed June 29, 1959. Applicant: CRAIG TRUCK-

ING, INC., Albany, Ind. Applicant's attorney: Howell Ellis, 520 Illinois Building, Indianapolis, Ind. Authority sought to operate as a common carrier, by motor over irregular routes, transporting (1) Foodstuffs and food preparations, (A) from Collinsville, Ill., to points in Ohio, the lower peninsula of Michigan, those in Kentucky within 10 miles of the Kentucky-Illinois State line, the Kentucky-Indiana State line and the Kentucky-Ohio State line, including those in Jefferson County, those in West Virginia within 10 miles of the West Virginia-Ohio State line, and those in Pennsylvania within 10 miles of the Pennsylvania-Ohio State line, including Allegheny, Beaver, Butler, Lawrence, Mercer, and Washington Counties, Pa., and Jeannette, Schenley and South Connellsville, Pa., and points within 10 miles thereof; (B) from Trenton, Ill., to points in Indiana, (except Lebanon, Converse, Mount Summit and Shirley, Ind.), Ohio, the lower peninsula of Michigan, those in Kentucky within 10 miles of the Kentucky-Illinois State line, the Kentucky-Indiana State line and the Kentucky-Ohio State line, including those in Jefferson County, those in West Virginia within 10 miles of the West Virginia-Ohio State Line, and those in Pennsylvania within 10 miles of the Pennsylvania-Ohio State line. including Allegheny, Beaver, Butler, Lawrence, Mercer and South Connellsville, Pa., and points within 10 miles thereof, and damaged and rejected shipments of the above specified commodities on return; (2) equipment, materials and supplies. used in the manufacturing, packing, shipping and sale of foodstuffs and food preparations, between Collinsville and Trenton, Ill., Converse, Mount Summit and Shirley, Ind., on the one hand, and on the other, points in Indiana, Illinois, Ohio, the lower peninsula of Michigan, those in Kentucky within 10 miles of the Kentucky-Indiana State line, the Kentucky-Illinois State line and the Kentucky-Ohio State line, including those in Jefferson County, those in West Virginia within 10 miles of the West Virginia-Ohio State line, and those in Pennsylvania within 10 miles of the Pennsylvania-Ohio State line, including Allegheny, Beaver, Butler, Lawrence, Mercer, and Washington Counties, Pa., and Jeannette, Schenley and South Connellsville, Pa., and points within 10 miles thereof. Applicant is authorized to conduct operations in Indiana, Michigan, Kentucky, Missouri, Pennsylvania, Illinois, Ohio, Iowa, Wisconsin, and West Virginia.

HEARING: November 2, 1959, at 9:30 o'clock a.m., United States Standard Time, (or 9:30 o'clock a.m., local Daylight Saving Time, if that time is observed), at the U.S. Court Rooms, Indianapolis, Ind., before Examiner John B. Mealy.

No. MC 59894 (Sub No. 18), filed September 8, 1959. Applicant: TEXAS-ARIZONA MOTOR FREIGHT, INC., 1700 East Second Street, El Paso, Tex. Applicant's attorney: Mert Starnes, 401 Perry-Brooks Building, Austin, Tex. Authority sought to operate as a com-

mon carrier, by motor vehicle, over regular routes, transporting: Liquid or dry commodities, in collapsible tanks or bins, or the equivalent thereof, including but not limited to tanks or bins known as "Sealdtanks" or "Sealdbins", whether furnished by shipper or shippers, or owned or leased by applicant, over the routes and in the territory, including all off-route and intermediate points, authorized to be served by applicant in Certificate No. MC 59894 and sub numbers thereunder, in Texas, New Mexico, Arizona and California.

Note: Applicant has filed a motion to dismiss the instant application on the ground it is presently authorized as a common carrier of general commodities with usual exceptions, to transport lading tendered to it in containers regardless of size of container.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Allan F. Borroughs.

No. MC 64932 (Sub No. 260), filed July 13, 1959. Applicant: ROGERS CART-AGE CO., a corporation, 1934 South Wentworth Avenue, Chicago, Ill. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid chemicals, in bulk, in tank vehicles, from Henry, Ill., and points within ten (10) miles thereof. to points in Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, Ohio, Michigan, Pennsylvania, and Wisconsin. Applicant is authorized to conduct operations in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, South Carolina, Tennessee, Texas, West Virginia, and Wisconsin.

HEARING: November 5, 1959, at Room 852, U.S. Custom House, 610 Canal Street, Chicago, Ill., before Examiner Francis A. Welch.

No. MC 68349 (Sub No. 25), filed August 24, 1959. Applicant: ROWE TRANSFER & STORAGE COMPANY, INC., 1319 Western Avenue SW., Knoxville, Tenn. Applicant's attorney: Hugh A. Tapp, 500 Burwell Building, Knoxville 2, Tenn. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid radioactive materials, in special tank containers, on government-owned trailers, with or without escorts, from the site of the Savannah River Plant of the Atomic Energy Commission at or near Dunbarton, S.C., to the Oak Ridge Plant of the Atomic Energy Commission at Oak Ridge, Tenn., and empty government-owned trailers, on return. Applicant is authorized to conduct operations in Tennessee, Georgia, South Carolina, North nessee, Georgia, South Carolina, Torida, Carolina, Kentucky, Alabama, Florida, Mississinni Arkansas. Ohio, Indiana, Mississippi, Arkansas, Ohio, Indiana, Virginia, West Virginia, and Pennsylvania.

HEARING: October 30, 1959, at the U.S. Court Rooms, Knoxyille, Tenn., before Examiner Hugh M. Nicholson.

No. MC 70451 (Sub No. 214), filed September 14, 1959. Applicant: WATSON

BROS. TRANSPORTATION CO., INC., 1910 Harney Street, Omaha, Nebr. Applicant's attorney: David Axelrod, 39 South LaSalle Street, Chicago 3, Ill. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, except those of unusual value, fresh fish, household goods as defined by the Commission, commodities in bulk and those requiring special equipment, (1) serving ballistic missiles testing and launching sites and supply points therefor within a 60-mile radius of Denver, Colo., as off-route points in connection with applicant's regular route operations (a) between Omaha, Nebr., and Denver, Colo., (b) between Denver, Colo., and Bird City, Kans., and (c) between Denver, Colo., and Durango, Colo.; and (2) between junction U.S. Highway 30 and U.S. Highway 138 near Big Springs, Nebr., on the one hand, and, on the other, Greeley, Colo., over a regular route as follows: from junction U.S. Highway 30 and 138 near Big Springs, Nebr., thence over U.S. Highway 30 to Cheyenne, Wyo., thence over U.S. Highway 85 to Greeley, Colo., and return over the same route, serving intercontinental ballistic missile launching sites located within 70 miles of Cheyenne. Wyo. as off-route points in connection with said regular routes, restricted against service at Cheyenne and all intermediate points of abovedescribed route. Applicant is authorized to conduct operations in Arizona. California, Colorado, Illinois, Iowa, Kansas, Minnesota, Missouri, Nebraska, New Mexico, and Wyoming.

HEARING: September 29, 1959, at the New Customs House, Denver, Colo., be-

fore Joint Board No. 198.

No. MC 76052 (Sub No. 17), March 4, 1959. Applicant: JOHN B. ABLE, doing business as MONTEZUMA TRUCK LINE, Durango, Colo. Applicant's attorney: Marion F. Jones, Suite 526 Denham Building, Denver 2, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Cement, (a) from the site of the Tijeras Plant of the Ideal Cement Company near Albuquerque, N. Mex., to points in Archuleta, La Plata, Montezuma and Dolores Counties, Colo., those in San Juan County, Utah, and those in Navajo and Apache County, Utah; (2) Cement admixtures, from points in Santa Barbara County, Calif., to points in Archuleta, La Plata, Montezuma and Dolores Counties, Colo., those in San Juan County, Utah, those in Navajo and Apache Counties, Ariz., and those in San Juan, McKinley and Rio Arriba Counties, N. Mex.; (3) building material and contractors (other than oil or pipe line contractors) supplies, (a) between points in Archuleta, La Plata, Montezuma and Dolores Counties, Colo., those in San Juan County, Utah, those in Navajo and Apache Counties, Ariz., and those in San Juan, McKinley and Rio Arriba Counties, N. Mex.; (b) from Denver and Pueblo, Colo., and Albuquerque, N. Mex., to points listed in (a) above. Applicant is authorized to conduct operations in Arizona, Colorado and New Mexico.

7666 NOTICES

HEARING: October 26, 1959, at the Hilton Hotel, Albuquerque, N. Mex., before Examiner Harold W. Angle.

No. MC 76052 (Sub No. 20), filed July), 1959. Applicant: MONTEZUMA 20, 1959. Applicant: MONTEZUMA TRUCK LINES, INC., Box 637, Durango, Colo. Applicant's attorney: Marion F. Jones, Suite 526 Denham Building, Denver 2, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber and forest products, from points in Oregon, Washington, Idaho and California to points in Wyoming, Utah, New Mexico and those in Navajo and Apache Counties, Ariz. Applicant is authorized to conduct operations in Colorado, New Mexico, Arizona, Utah, Nebraska, and Wyoming.

HEARING: November 5, 1959, at the Hilton Hotel, Albuquerque, N. Mex., before Examiner Harold W. Angle.

No. MC 86913 (Suo No. 9), filed September 1, 1959. Applicant: HUNTER MOTOR LINES, INC., P.O. Box 767, Sanford, N.C. Applicant's attorney: Edward G. Villalon, Perpetual Building, 1111 E Street NW., Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Scrap metal, on flatbed equipment, from points in Michigan, Ohio, Illinois, Indiana, Vermont, Massachusetts, Rhode Island, New York, Connecticut, Pennsylvania, and New Jersey to points in North Carolina, and empty containers or other such incidental facilities used in transporting the above-specified commodity on return. Applicant is authorized to conduct operations in North Carolina, Maryland, Pennsylvania, New Jersey, Virginia, New York, Ohio, Connecticut, and the District of Columbia.

HEARING: October 29, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Ex-

aminer Mack Myers,

No. MC 91910 (Sub No. 20), filed July 15, 1959. Applicant: WM. O'DONELL, INC., Route 1, Box 367, Elkhorn, Wis. Applicant's attorney: William C. Dineen, 341 Empire Building, 710 North Plankinton Avenue, Milwaukee 3, Wis. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Liquid sugar, invert sugar, and blends with other ingredients, in bulk, in tank vehicles, from the plant site of The American Sugar Refining Company at Chicago, Ill., to points in Wisconsin, Indiana, and the Lower Peninsula of Michigan, and rejected shipments of the above-described commodities, on return. Applicant is authorized to conduct operations in Alabama, Arkansas, Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, Ohio, Texas, Tennessee, and Wisconsin.

HEARING: November 4, 1959, at Room 852, U.S. Custom House, 610 S. Canal Street, Chicago, III., before Examiner Francis A. Welch.

No. MC 93035 (Sub No. 11), filed August 5, 1959. Applicant: DENZEL NELSON, doing business as NELSON TRUCKING COMPANY, Burket, Ind. Applicant's attorney: William J. Guenther, 1511 Fletcher Trust Building,

Indianapolis, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Green salted hides, between points in Iowa, Missouri, Illinois, Wisconsin, Michigan, Indiana, Ohio, West Virginia, Pennsylvania, New York, New Jersey, Maryland and Louisville, Ky. Applicant is authorized to conduct operations in Illinois, Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania and Wisconsin.

HEARING: October 30, 1959, at 9:30 o'clock a.m., United States Standard Time, (or 9:30 o'clock a.m., local Daylight Saving Time, if that time is observed), at the U.S. Court Rooms, Indianapolis, Ind., before Examiner John B. Mealy.

No. MC 93151 (Sub No. 3), filed September 4, 1959. Applicant: ROWE CAMBRIDGE, R.D. No. 3, Tyrone, Pa. Applicant's attorney: Paul F. Barnes, 225 South Fifteenth Street, Philadelphia 2, Pa. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Flakeboard and paper, from Tyrone, Pa., to points in New York, Massachusetts, Ohio, Indiana, New Jersey, Michigan, West Virginia, Virginia, Maryland, Rhode Island, Connecticut, Delaware, Pennsylvania, North Carolina, South Carolina, and the District of Columbia. Applicant is authorized to conduct operations in Maryland, New Jersey, and Pennsylvania.

HEARING: October 30, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Ex-

aminer Donald R. Sutherland.

No. MC 95540 (Sub No. 312), filed August 18, 1959. Applicant: WATKINS MOTOR LINES, INC., Cassidy Road, Thomasville, Ga. Applicant's attorney: Joseph H. Blackshear, Gainesville, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats. meat products, and articles distributed by meatpacking houses as described in Appendix 1 to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, 272-273, from Fort Branch, Ind., to points in Alabama, Florida, Georgia, Mississippi, South Carolina, and those in that part of Louisiana on and east of the Mississippi River, including the Commercial Zones of New Orleans and Baton Rouge, La. Applicant is authorized to conduct operations in Alabama, Ar-kansas, California, Connecticut, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New Mexico, New York, North Carolina, Ohio, Oklahoma, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, West Virginia, Wisconsin, and the District of Columbia.

Note: Common control may be involved.

HEARING: November 5, 1959, at 9:30 o'clock a.m., United States Standard Time (or 9:30 o'clock a.m., local Daylight Saving Time, if that time is observed), at the U.S. Court Rooms, Indianapolis, Ind., before Examiner John B. Mealy.

No. MC 100666 (Sub No. 35), filed June 8, 1959. Applicant: MELTON TRUCK LINES, INC., P.O. Box 128, Crossett, Ark. Applicant's attorney: Max G. Morgan, Add-54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber and lumber products, from Searcy, Ark., and points within two (2) miles thereof, to points in Illinois, Indiana, Ohio, Michigan, and Wisconsin. Applicant is authorized to conduct operations in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, Tennessee, and Texas.

HEARING: October 27, 1959, at the Arkansas Commerce Commission, Little Rock, Ark., before Examiner Gerald F.

Colfer.

No. MC 102616 (Sub No. 679), filed June 26, 1959. Applicant: COASTAL TANK LINES, INC., 501 Grantley Road, York, Pa. Applicant's attorney: Harold G. Hernly, 1624 Eye Street NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Petroleum lubricating oil, in bulk, in tank vehicles, from McKees Rocks, Pa., to points in West Virginia on and south of West Virginia Highway 2 and those in Buchanan County, Va. Applicant is authorized to conduct operations in Connecticut, Indiana, Massachusetts. New York, Pennsylvania, Tennessee, Wisconsin, Delaware, Kentucky, Michigan, North Carolina, Rhode Island, Virginia, Illinois, Maryland, New Jersey, Ohio, South Carolina, West Virginia, and the District of Columbia.

HEARING: October 27, 1959, at the Fulton Bldg., 101-115 Sixth St., Pittsburgh, Pa., before Joint Board No. 315, or, if the Joint Board waives its right to participate, before Examiner Francis A.

Welch.

No. MC 102817 (Sub No. 4), filed July 13, 1959. Applicant: PERKINS TRUCK-ING, INC., 419 West Merrill Street, Indianapolis, Ind. Applicant's attorney: John E. Lesow, 3737 North Meridian Street, Indianapolis 8, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: New furniture, as described in Appendix II to the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, in containers, when moving with uncrated shipments of the same commodities; and, new furniture and store and office fixtures, uncrated from points in Miami County, Ind., to points in Delaware, Iowa, Kansas, Maryland, Minnesota, Nebraska, New Jersey, New York, North Dakota, South Dakota, Virginia, Wisconsin, and the District of Columbia. Applicant is authorized to conduct operations in Illinois, Indiana, Kentucky, Michigan, Missouri, Ohio, Pennsylvania, Tennessee, and West Virginia.

HEARING: October 29, 1959, at 9:30 o'clock) a.m., United States Standard Time (or 9:30 o'clock a.m., local Daylight Saving Time, if that time is observed), at the U.S. Court Rooms, Indianapolis, Ind. before Examiner John B. Mealy.

No. MC 103051 (Sub No. 78), filed June 24, 1959. Applicant: WALKER HAUL-ING CO., INC., 624 Penn Avenue NE., Atlanta 8, Ga. Applicant's attorney: R. J. Reynolds, Jr., 1403 C & S National Bank Building, Atlanta 3, Ga. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid tallow, in bulk, in tank vehicles, from points in Orangeburg County, S.C., to points in Mechlenburg County, N.C. Applicant is authorized to conduct operations in Alabama, Delaware, Florida, Georgia, Illinois, Indiana, Kentucky, Louisiana, Maryland, Mississippi, North Carolina, Ohio, Tennessee, Texas, and Virginia.

Note: Common control may be involved.

HEARING: November 18, 1959, at the U.S. Court Rooms, Uptown P.O. Building, Raleigh, N.C., before Joint Board No. 2, or, if the Joint Board waives its right to participate, before Examiner C. Evans Brooks.

No. MC 104675 (Sub No. 9), filed July 13, 1959. Applicant: FRONTIER DE-LIVERY INC., 620 Elk Street, Buffalo 10, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid petroleum wax, in bulk, in tank vehicles. from points in New Jersey, Ohio, and Pennsylvania to ports of entry on the International Boundary between the United States and Canada at or near Buffalo, Champlain, Rooseveltown, and Rouses Point, N.Y., and damaged, refused, and unclaimed shipments of the above-described commodity on return. Applicant is authorized to conduct operations in New Jersey, New York, Pennsylvania, and Ohio.

HEARING: October 26, 1959, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Abraham J. Essrick.

No. MC 105733 (Sub No. 22), filed August 31, 1959.—Applicant: H. R. RITTER TRUCKING CO., INC., 210 New Jersey State Highway 17, P.O. Box 309, Paramus, N.J. Applicant's attorney: John R. Mahoney, 26 Broadway, New York 4, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Commodities in bulk, between points in Massachusetts, Rhode Island, Connecticut, Maine, Vermont, and New Hampshire, on the one hand, and, on the other, points in North Carolina, South Carolina, Georgia. Alabama, and Florida. Applicant is authorized to conduct operations in Connecticut, Delaware, Maryland, Massa-chusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, and Vermont.

HEARING: October 26, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Robert A. Joyner.

No. MC 106398 (Sub No. 130), filed July 23, 1959. Applicant: NATIONAL TRAHLER CONVOY, INC., 1916 North Sheridan Road, P.O. Box 8096 Dawson Station, Tulsa, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Outboard boats, not exceeding 18' in length, from all points in Indiana, ex-

cept from the site of North American Marine Plant near Warsaw, Ind., to all points in the United States, and empty containers or other such incidental facilities, used in transporting the above-described commodities, and refused and damaged boats, on return. Applicant is authorized to conduct operations throughout the United States.

HEARING: October 29, 1959, at 9:30 o'clock a.m., United States Standard Time (or 9:30 o'clock a.m., local Daylight Saving Time, if that time is observed), at the U.S. Court Rooms, Indianapolis, Ind., before Examiner John B. Mealy.

No. MC 107002 (Sub No. 149) (CORRECTION), filed August 26, 1959, published issue Federal Register September 10, 1959. Applicant: W. M. CHAMBERS TRUCK LINE, INC., 920 Louisiana Boulevard, P.O. Box 547, Kenner, La. The purpose of this republication is to reflect the correct docket number assigned to the application. The previous publication showed the docket number assigned as MC 107022 (Sub. No. 149), in error.

No. MC 107188 (Sub No. 4), filed July 13, 1959. Applicant: J. LAWRENCE HUGHES, doing business as MOORE'S TRAILER TRANSPORT, 4870 Monroe Street, Toledo, Ohio. Applicant's attorneys: George, Greek, King & Mc-Mahon, 44 East Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (a) Trailers designed to be drawn by passenger automobiles, in initial movements in truckaway service, between Alma, Cassopolis, Owosso, Flint, and Wahjamega, Michigan, and points in Ohio on and north of U.S. Highway 40 on the one hand, and, on the other, points in the United States in the following described area: Beginning in the State of North Dakota at the junction of U.S. Highway 75 and the Canadian border thence south on U.S. Highway 75 through the States of Minnesota, Iowa, Nebraska and Kansas to the intersection of U.S. Highway 75 with the Kansas-Oklahoma State line; thence west along the Kansas-Oklahoma State line to the intersection of said line with the New Mexico-Colorado-Oklahoma State line; thence south along the New Mexico-Oklahoma State line to the intersection of said line with the southern boundary line between New Mexico and Texas; thence in a generally westerly direction along the said New Mexico-Texas line to its intersection with the United States-Mexico border line; thence in a generally southeastern direction along the United States-Mexico border to the Gulf of Mexico; thence along the Gulf of Mexico's coastline in the State of Texas, Louisiana, Mississippi, Alabama, and Florida; thence in a generally northerly direction along the Atlantic Ocean's coastline in the States of Florida, Georgia, South Carolina, North Carolina, Virginia, Maryland, Delaware, New Jersey, Pennsylvania, and New York to the point where the New York-Connecticut State line meets the coastline near Port Chester; thence in a northerly direction along said New York-Connecticut State line to its intersection with the State line of Massa-

chusetts; thence along the Massachusetts - New York State line to its intersection with the New York-Vermont State line; thence along the New York-Vermont State line to its intersection with the United States-Canada border line; thence in a generally westerly direction along the United States-Canada border line to the point of beginning. (b) Trailers designed to be drawn by passenger automobiles in secondary movements in truckaway service, between points in Michigan and points in Ohio on and north of U.S. Highway 40 on the one hand, and, on the other, points in the United States in the following described area: Beginning in the State of North Dakota at the junction of U.S. Highway 75 and the Canadian border thence south on U.S. Highway 75 through the States of Minnesota, Iowa, Nebraska and Kansas to the intersection of U.S. Highway 75 with the Kansas-Oklahoma State thence west along the Kansas-Oklahoma State line to the intersection of said line with the New Mexico-Colorado-Oklahoma State line; thence south along the New Mexico-Oklahoma State line to the intersection of said line with the southern boundary line between New Mexico and Texas; thence in a generally westerly direction along the said New Mexico-Texas line to its intersection with the United States-Mexico borderline; thence in a generally southeastern direction along the United States-Mexico border to the Gulf of Mexico; thence along the Gulf of Mexico's coastline in the States of Texas, Louisiana, Mississippi, Alabama, and Florida; thence in a generally northerly direction along the Atlantic Ocean's coastline in the States of Florida, Georgia, South Carolina, North Carolina, Virginia, Maryland, Delaware, New Jersey, Pennsylvania, and New York to the point where the New York-Connecticut State line meets the coastline near Port Chester; thence in a northerly direction along said New York-Connecticut State line to its intersection with the State line of Massachusetts; thence along the Massachusetts - New York State line to its intersection with the New York-Vermont State line; thence along the New York-Vermont State line to its intersection with the United States-Canada borderline; thence in a generally westerly direction along the United States-Canada borderline to the point of beginning.

Note: Applicant states that it presently holds authority to transport trailers in initial movements in truckaway service from Alma, Cassopolis, Owosso, Flint, and Wahjamega, Michigan to all points in Ohio and trailers in secondary movements from Toledo, Ohio and points in Ohio within 60 miles of Toledo to all points in Indiana and Michigan. To the extent that the instant application as granted is duplicative the applicant desires such duplicating authority to be cancelled.

-HEARING: November 18, 1959, at the New Post Office Building, Columbus, Ohio, before Examiner John B. Mealy.

No. MC 107295 (Sub No. 63), filed July 31, 1959. Applicant: PRE-FAB TRAN-SIT CO., Farmer City, Ill. Applicant's attorney: Mack Stephenson, 208 East Adams Street, Springfield, Ill. Authority sought to operate as a common car-

rier, by motor vehicle, over irregular routes, transporting: Farm machinery and farm implements, from Ottawa, III., and Mansfield, Ohio to all points in the United States. Applicant is authorized to conduct operations throughout the United States.

HEARING: November 17, 1959, at the New Post Office Building, Columbus, Ohio, before Examiner John B. Mealy.

No. MC 108446 (Sub No. 19), filed July 30, 1959. Applicant: FISCHBACH TRUCKING CO., a corporation, 921 Sherman Street, Akron, Ohio. Appli-cant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Such commodities as are manufactured, processed or dealt in by rubber or rubber products manufacturers, including materials and supplies used in the conduct of such business, between Akron, Ohio and West Helena, Ark., on the one hand, and, on the other, points in Illinois on and south of U.S. Highway 40, including points in the St. Louis, Mo.-East St. Louis, III., Commercial Zone as defined by the Commission, points in Tennessee on and south of U.S. Highway 70 and on and west of U.S. Highway 31E, points in Kentucky on and west of U.S. Highway 31E and on and north of U.S. Highways 68 and 60, points in Indiana on and south of U.S. Highway 40, and points in West Virginia on and north of U.S. Highway 60 and on and west of U.S. Highway 21: and between West Helena, Ark., on the one hand, and, on the other, points in Ohio, except Akron, Ohio. Applicant is authorized to conduct operations in Massachusetts, Illinois, Ohio, Connecticut, New Jersey, Rhode Island, New York, Pennsylvania, Indiana, Tennessee, Arkansas, Missouri, West Virginia, and Maryland.

Note: A proceeding has been instituted under section 212(c) in No. MC 108445 Sub No. 17. to determine whether applicant's status is that of a contract or common carrier.

HEARING: November 16, 1959, at the New Post Office Building, Columbus, Ohio, before Examiner John B. Mealy.

No. MC 108461 (Sub No. 80), filed July 6, 1959. Applicant: WHITFIELD TRANSPORTATION, INC., 240 Amador Street, Las Cruces, N. Mex. Authority sought to operate as a common carrier. by motor vehicle, over irregular routes, transporting: Copper sulphate, in bulk, in hopper-type vehicles, from El Paso, Tex., to points in Arizona, Colorado, Idaho, Nevada, New Mexico, Utah and Wyoming, and rejected and refused shipments of copper sulphate on return. Applicant is authorized to conduct operation in Texas, New Mexico, Utah, Colorado, Arizona, and California.

HEARING: November 4, 1959, at the Hilton Hotel, Albuquerque, N. Mex., before Examiner Harold W. Angle.

No. MC 108678 (Sub No. 38), filed July 31, 1959. Applicant: LIQUID TRANSPORT CORP., 3901 Madison Avenue, Indianapolis 12, Ind. Applicant's attorney: William J. Guenther, 1511-14 Fletcher Trust Building, Indianapolis, common or contract carrier, by motor vehicle, over irregular routes, transporting: (1) Varnish, laquers, laquer sealers, and paint materials, in bulk, in tank vehicles, from Indianapolis, Ind., to points in Virginia, North Carolina, and Alabama, and (2) tall oil, resins and fatty acids, in bulk, in tank vehicles, from Bay Minette, Ala., to points in Indiana. Applicant is authorized to conduct operations in California, Georgia, Illinois, Indiana, Iowa, Kentucky, Louisiana, Michigan, Missouri, North Carolina, Ohio, Tennessee, West Virginia, and Wiscon-

Note: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier in No. MC 108678 Sub 21.

HEARING: October 30, 1959, at 9:30 o'clock a.m., United States Standard Time (or 9:30 o'clock a.m., local Daylight Saving Time, if that time is observed), at the U.S. Court Rooms, Indianapolis, Ind., before Examiner John B. Mealy.

No. MC 108859 (Sub No. 31), filed July 17, 1959. Applicant: CLAIRMONT TRANSFER CO., a corporation, 1803 Seventh Avenue, Escanaba, Mich. Applicant's attorney: Michael D. O'Hara, Spies Building, Menominee, Mich. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Liquid chemicals, in bulk, in tank vehicles, between Iron Mountain and Marquette, Mich., on the one hand, and, on the other, points in Wisconsin, Ohio, Illinois and Indiana, and points in the Commercial Zones of St. Louis, Mo., and Minneapolis and St. Paul, Minn. Applicant is authorized to conduct operations in Michigan, Wisconsin, and Illinois.

HEARING: November 5, 1959, at Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Examiner Francis A. Welch.

No. MC 109385 (Sub No. 25), filed June 29, 1959. Applicant: SUBLER TRANS-FER, INC., East Main Street, Box 5, Versailles, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, Columbus 15, Ohio. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: (1) Glass containers and tops, caps, and stoppers therefor, and when shipped therewith, cartons used for the packaging thereof, from Parkersburg and Star City, W. Va., and points in West Virginia within five (5) miles of each to (a) points in Ohio on and west of U.S. Highway 23, (b) points in Indiana, Illinois, Michigan, and Wisconsin, (c) St. Louis, Mo., and (d) Louisville, Ky.; (2) Pallets used in the transportation of glass containers, as described above, in the reverse direction, from points in Ohio on and west of U.S. Highway 23, points in Indiana, Illinois. Michigan, and Wisconsin, St. Louis, Mo., and Louisville, Ky., to Parkersburg and Star City, W. Va., and to points in West Virginia within five (5) miles of each; and (3) Corrugated paper containers and partitions therefor, from Mount Vernon, Ohio to Parkersburg and Star City, Ind. Authority sought to operate as a W. Va., and points in West Virginia

within five (5) miles of each. Applicant is authorized to conduct operations in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, Wisconsin, and the District of Columbia.

Note: A proceeding has been instituted under section 212(c) in No. MC 109385 (Sub No. 16) to determine whether applicant's status is that of a common or contract carrier.

HEARING: November 12, 1959, at the New Post Office Building, Columbus, Ohio, before Examiner John B. Mealy.

No. MC 109385 (Sub No. 26), filed June 29, 1959. Applicant: SUBLER TRANS-FER, INC., East Main Street, Box 5, Versailles, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque Lincoln Tower, Columbus 15, Ohio. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Carpets and carpeting, from Bloomsburg, Pa., to points in Ohio, Indiana, Michigan, Kentucky, Illinois, Missouri, Wisconsin, and Minnesota. Applicant is authorized to conduct operations in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Maryland, Pennsylvania, Rhode-Island, Virginia, West Virginia, Wisconsin, and the District of Columbia.

Note: A proceeding has been instituted under section 212(c) in No. MC 109385 (Sub No. 16) to determine whether applicant's status is that of a common or contract carrier.

HEARING: November 12, 1959, at the New Post Office Building, Columbus, Ohio, before Examiner John B. Mealy.

No. MC 109385 (Sub No. 27), filed June 29, 1959. Applicant: SUBLER TRANS-FER, INC., East Maine Street, Box 5, Versailles, Ohio. Applicant's attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, Columbus 15, Ohio. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Doors and door sections, and, when shipped therewith, hardware, fittings, accessories, and materials used in the installation thereof, from Monmouth Junction, N.J., and points within ten (10) miles thereof, to Russia, Ohio. Applicant is authorized to conduct operations in Connecticut, Delaware, Illinois, Indiana, Kentucky, Maryland, Massachusetts, Michigan, Missouri, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, Virginia, West Virginia, Wissouri, new the District Color, Constitution of Color, Constitution of Color, C Wisconsin, and the District of Columbia.

Note: A proceeding has been instituted under section 212(c) in No. MC 109385 (Sub No. 16) to determine whether applicant's status is that of a common or contract carrier.

HEARING: November 9, 1959, at the New Post Office Building, Columbus, Ohio, before Examiner John B. Mealy.

No MC 109478 (Sub No. 34), filed July 10, 1959. Applicant: WORSTER MO-TOR LINES, INC., East Main Road, R. D. No. 1, North East, Pa. Applicant's attorney: William W. Knox, 23 West

10th Street, Erie, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Food and food products, from Leipsic, Port Clinton, Holgate and St. Mary's, Ohio, to points in New York, Pennsylvania, Massachusetts, Rhode Island, Connecticut, New Jersey, Maryland, Delaware, the District of Columbia, Maine, Vermont and New Hampshire. Applicant is authorized to conduct operations in Connecticut, Delaware, the District of Columbia, Illinois. Indiana, Maryland, Massachusetts, Michigan, New Jersey, New York, Ohio, Pennsylvania, Rhode Island, and West Virginia.

HEARING: October 29, 1959, at the old P.O. Bldg., Public Square and Superior Avenue, Cleveland, Ohio, before Examiner Francis A. Welch.

No. MC 110834 (Sub No. 4), filed September 3, 1959. Applicant: ANTHONY W. MORELLI, doing business as MOR-ELLI STONE & LIME COMPANY, Swedesford and Moorehall Road, Malvern, Pa. Applicant's representative: Bernard N. Gingerich, Quarryville, Pa. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Bricks, other than fire brick, from points in Schuylkill Township, Chester County, and points in West Norriston Township, Montgomery County, Pa., to points in Connecticut, Delaware, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, and the District of Columbia. Applicant is authorized to conduct operations in Connecticut, Delaware, Maryland, Massachusetts, New Jersey, New York, Pennsylvania, Rhode Island, Virginia, and the District of Columbia.

HEARING: October 30, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Alton R. Smith.

No, MC 111053 (Sub No. 2), filed August 14, 1959. Applicant: MRS. S. E. EHRLICK, doing business as EHRLICK HORSE TRANSPORT, 1279 Dundas Street West, Toronto, Ontario, Canada. Applicant's attorney: Floyd B. Piper, Crosby Building, Franklin Street at Mohawk, Buffalo 2, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Horses, (other than ordinary) and in the same vehicle with such horses stable supplies and equipment used in the care and exhibition of such horses. mascots, and the personal effects of their attendants, trainers and exhibitors, (1) between the United States-Canada boundary line at Buffalo, Niagara Falls and Lewiston, N.Y., and Detroit, and Port Huron, Mich., on the one hand, and, on the other, points in Kentucky, Michigan, Pennsylvania, Virginia and West Virginia, restricted to shipments moving from or to points in the Province of Quebec, Canada. (2) Between the United States-Canada boundary line at Thousand Island Bridge on the Wellesley Island, Rooseveltown and Rouses Point, N.Y., on the one hand, and, on the other, points in Kentucky, Maryland, Massachusetts, Michigan, New Hampshire, North Carolina, Pennsylvania, Rhode Island, South Carolina, Virginia and West Virginia. (3) Between the United States-Canada boundary line at Buffalo, Niagara Falls, Lewiston, Thousand Island Bridge on Wellesley Island, Rooseveltown and Rouses Point, N.Y., and Detroit and Port Huron, Mich., on the one hand, and, on the other, points in Connecticut, Florida, Georgia, and the District of Columbia. Applicant is authorized to conduct operations in Illinois, Kentucky, Maine, Maryland, Massachusetts, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Virginia, and West Virginia.

HEARING: October 30, 1959, at the

HEARING: October 30, 1959, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Abraham J. Essrick.

No. MC 111138 (Sub No. 18), filed September 15, 1959. Applicant: COLONIAL AND PACIFIC FRIGIDWAYS, INC., Box 2169, Birmingham, Ala. Applicant's attorney: William J. Boyd, 30 North La-Salle Street, Chicago 2, Ill. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meats, packinghouse products and commodities used by packinghouses as described in Appendix 1, Items A, B, C and D, of the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, (1) from St. Paul and South St. Paul, Minn., Omaha and South Omaha, Nebr., and Sioux City. Iowa, to points in California, Fort Lewis and Tacoma, Wash., Portland, Oreg., and Phoenix, Ariz., (2) from Madison, Wis.. Davenport and Waterloo, Iowa, to Salt Lake City, Utah, and empty containers or other such incidental facilities, hooks, racks and property of the shipper used in transporting the above commodities, and rejected and damaged shipments on return. Applicant is authorized to conduct operations in Illinois, Iowa, Wisconsin, California, Washington, Tennessee, Oregon, Alabama, Nebraska, Minnesota, Indiana, Missouri, Arizona, Kansas, Idaho, Utah, and Arkansas.

HEARING: November 16, 1959, at the New Customs House, Denver, Colo., before Examiner Harold W. Angle.

No. MC 111231 (Sub No. 40), filed July 23, 1959. Applicant: JONES TRUCK LINES, INC., 610 East Emma Avenue, Springdale, Ark. Applicant's attorney: Wentworth E. Griffin, 1012 Baltimore Building, Kansas City 5, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes. transporting: (1) Foodstuffs, canned and preserved, between points in Missouri on and south of U.S. Highway 40, and points in Arkansas on and north of U.S. Highway 70, on the one hand, and, on the other, points in Missouri, Illinois, Arkansas, Oklahoma, Mississippi, Louisiana, Tennessee, and points in Kentucky on and west of the Tennessee River; and (2) Frozen foods, juices, and concentrates, between points in Missouri on and south of U.S. Highway 40 and points in Arkansas on and north of U.S. Highway 70, on the one hand, and, on the other, points in Missouri, Illinois, Arkansas, Oklahoma, Kansas, Mississippi, Louisiana, Tennessee and points in Kentucky on and west of the Tennessee River. Applicant is authorized to conduct operations in Missouri, Arkansas, Oklahoma, Kansas, Tennessee, Illinois, and Texas.

HEARING: October 29, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 111472 (Sub No. 62), filed August 3, 1959. Applicant: DIAMOND TRANSPORTATION SYSTEM, INC., 1919 Hamilton, Racine, Wis. Applicant's attorney: Glenn W. Stephens, 121 West Doty Street, Madison 3, Wis. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Agricultural implements and parts, from Waterloo, Iowa and Oregon and Rochelle, Ill., to points in Delaware, Georgia, Idaho, Indiana, Kentucky, Maryland, Michigan, New Hampshire, New Jersey, New York, North Carolina, Ohio, Oregon, Pennsylvania, South Carolina and Washington. Applicant is authorized to conduct operations throughout the United States.

Note: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, assigned Docket No. MC 111472 (Sub No. 53).

HEARING: November 9, 1959, at Room 852, U.S. Custom House, 610 South Canal St., Chicago, Ill., before Exammer Francis A. Welch.

No. MC 111812 (Sub No. 83), filed August 17, 1959. Applicant: MIDWEST COAST TRANSPORT, INC., P.O. Box 747, Wilson Terminal Building, Sioux Falls, S. Dak. Applicant's attorney: Donald Stern, 924 City National Bank Building, Omaha, Nebr. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods, (1) from Chambersburg, Pa., to Frankfort, Mich., and (2) from Frankfort, Mich., and Chambersburg, Pa., to points in Minnesota, North Dakota, South Dakota, Iowa, Mebraska, Indiana, Illinois, Wisconsin, Kansas, Missouri, and Colorado. Applicant is authorized to conduct operations, in California, Connecticut, Idaho, Iowa, Maine, Massachusetts, Minnesota, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Dakota, Oregon, Pennsylvania, Rhode Island, South Dakota, Utah, Vermont, and Washington.

HEARING: October 30, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 113459 (Sub No. 17), filed July 20, 1959. Applicant: H. J. JEFF-RIES TRUCK LINE. INC., 4720 South Shields Boulevard, Oklahoma City 9, Okla. Applicant's attorney: James W. Hightower, Suite 122, Wynnewood Professional Building, Dallas 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber. lumber and wood products, from points in Galletin, Meagher and Park Counties, Mont., to points in Illinois and Iowa, and empty skids and empty containers or other such incidental facilities. used in transporting the above-mentioned

commodities and damaged or rejected or returned shipments thereof, on return. Applicant is authorized to conduct operations in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Texas, Utah, and Wyoming.

HEARING: November 12, 1959, at the New Customs House, Denver Colo., before Examiner Harold W. Angle.

No. MC 113651 (Sub No. 30), filed August 21, 1959. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Applicant's attorney: Mario Pieroni, 523 Johnson Building, Muncie, Ind. thority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen dough, between Indianapolis, Ind., on the one hand, and, on the other, points in Arithorized to conduct operations in Alabama, Connecticut, Delaware, Florida, Georgia, Iowa, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Fennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, Vermont, West Virginia, and the District of Columbia.

HEARING: November 6, 1959, at 9:30 o'clock a.m., United States Standard Time (or 9:30 o'clock a.m., local Day-light Saving Time, if that time is observed), at the U.S. Court Rooms, Indianapolis, Ind., before Examiner John

B. Mealy.

No. MC 113651 (Sub No. 31), filed August 21, 1959. Applicant: INDIANA REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Applicant's attorney: Mario Pieroni, 523' Johnson Building, Muncie, Ind. Au-Johnson Building, Muncie, Ind. thority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen dough, between Indianapolis, Ind., on the one hand, and, on the other, points in Alabama, Arkansas, Connecticut, Delaware, Washington, D.C., Florida, Georgia, Illinois, Iowa, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Vermont, Virginia, West Virginia and Wisconsin. Applicant is authorized to conduct operations in Alabama, Connecticut, Delaware, Florida, Georgia, Iowa, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, Vermont, West Virginia, and the District of Columbia.

HEARING: November 6, 1959, at 9:30 o'clock a.m., United States Standard Time (or 9:30 o'clock a.m., local Daylight Saving Time, if that time is observed). at the U.S. Court Rooms, Indianapolis, Ind., before Examiner John B. Mealy.

No. MC 113651 (Sub No. 32), filed August 24, 1959. Applicant: INDIANA

REFRIGERATOR LINES, INC., 2404 North Broadway, Muncie, Ind. Applicant's attorney: Mario Pieroni, 523 Johnson Building, Muncie, Ind. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Meat, Meat products, and meat by-products, as described in Appendix 1 of the report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209 and 766, from Indianapolis, Ind. to points in Alabama, Florida, Georgia, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, and Virginia, and hooks, racks and property of the shipper used in the transportation of the above-described commodities and rejected and damaged shipments of meat, meat products and meat by-products, on return. Applicant is authorized to conduct operations in Alabama, Connecticut, Delaware, Florida, Georgia, Iowa, Illinois, Indiana, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Mississippi, Missouri, New Hampshire, New Jersey, New York, North Carolina, Pennsylvania, Rhode Island, South Carolina, Tennessee, Texas, Virginia, Vermont, West Virginia, and the District of Columbia.

HEARING: November 4, 1959, at 9:30 o'clock a.m., United States Standard Time (or 9:30 o'clock a.m., local Daylight Saving Time, if that time is observed), at the U.S. Court Rooms, Indianapolis, Ind., before Examiner John B. Mealy.

No. MC 113779 (Sub No. 100), filed July 16, 1959. Applicant: YORK IN-TERSTATE TRUCKING, INC., 9020 LaPorte Expressway, P.O. Box 12385, Houston 17, Tex. Applicant's attorney: Dale Woodall (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Acids and chemicals, in bulk, in tank vehicles, between points in Texas and Louisiana, on the one hand, and, on the other, points in Maryland. Applicant is authorized to conduct operations in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, Washington, West Virginia, Wisconsin, and Wyoming.

HEARING: October 14, 1959, at the Texas State Hotel, Houston, Tex., before Examiner James C. Cheseldine.

No. MC 114015 (Sub No. 13), filed September 2, 1959. Applicant: HUSS. INCORPORATED, Chase City, Va. Applicant's attorney: Jno. C. Goddin, State-Planters Bank Building, Richmond 19, Va. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Materials and supplies used in the manufacture and transportation of pallets, shooks and excelsior which at the time of shipment are intended for use in the manufacture and shipment of pallets, shooks and excelsior, from Pittsburgh and Philadel-phia, Pa., New York, N.Y., Beverly and Newark, N.J., Baltimore, Md., and the

Commercial Zone of each, to Chase City and Keysville, Va., and refused and damaged shipments of the commodities specified in this application on return. Applicant is authorized to conduct operations in Indiana, Maryland, New Jersey, New York, Pennsylvania, Virginia, West Virginia, and the District of Columbia. NOTE: Applicant states the above-described operations are to be performed under continuing contracts with Jeffreys-Spaulding Manufacturing Company, Inc., and Chase City Excelsion Company, Inc.

HEARING: October 29, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Exam-

iner Leo A. Riegel.

No. MC 114019 (Sub No. 28), filed July 1959. Applicant: THE EMERY TRANSPORTATION COMPANY, a corporation, 7000 South Pulaski Road, Chicago, Ill. Applicant's attorney: Charles W. Singer, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Glass containers, covers, caps, and accessories for glass containers, and paper cartons, (a) from Alton, Ill., to points in Minnesota, North Dakota, South Dakota, Nebraska, Montana, Wyoming, Colorado, Kansas, and Tennessee, (b) from Streator, Ill., to points in Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Monfana, Wyoming, Colorado, Kansas, and Tennessee, and (c) from Charlestown, W. Va., to points in Wisconsin; (2) Plastic materials and plastic products, from Gas City, Ind., to points in Iowa, Minnesota, North Dakota, South Dakota, Nebraska, Montana, Wyoming, Colorado, Kansas, Tennessee, and Wisconsin; and (3) Used pallets and skids, from the above-specified destination points to the respective origin points.

Note: Applicant is authorized to conduct operations as a contract carrier in No. MC 9685 and Subs thereunder. A proceeding has been instituted under MC 9685 (Sub No. 58) to determine whether applicant's status is that of a common or contract carrier. Dual authority under section 210 may be involved.

HEARING: November 3, 1959, at Room 852, U.S. Custom House, 610 South Canal Street, Chicago, Ill., before Ex-

aminer Francis A. Welch.

No. MC 114019 (Sub No. 30), filed July 30, 1959. Applicant: THE EMERY TRANSPORTATION COMPANY, a corporation, 7000 South Pulaski Road, Chicago 29, Ill. Applicant's attorney: Clarence D. Todd, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a common or contract carrier, by motor vehicle, over irregular routes, transporting: Liquid sugar, invert sugar, and blends with other ingredients, from the site of The American Sugar Refining Company plant at Chicago, Ill., to points in the Lower Peninsula of Michigan.

Note: A proceeding has been instituted under section 212(c) in No. MC 9685 (Sub No. 58) to determine whether applicant's status is that of a common or contract carrier.

HEARING: November 4, 1959, at Room 852, U.S. Custom House, 610 S. Canal St., Chicago, Ill., before Joint Board No. 73, or, if the Joint Board waives its right to participate, before Examiner Francis A. Welch.

No. MC 114021 (Sub No. 8), filed July 22, 1959. 22, 1959. Applicant: MIDWEST TRANSFER COMPANY OF ILLINOIS, a corporation, 7000 South Pulaski Road, Chicago, Ill. Applicant's attorney: Charles W. Singer, 1825 Jefferson Place NW., Washington 6, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Building, roofing and insulating materials and cement pipe containing asbestos fibre and accessories thereto, from Waukegan, Ill., to points in Minnesota (except those in the Minneapolis-St. Paul, Minn., Commercial Zone, as defined by the Commission), North Dakota and South Dakota. Used pallets and skids, from points in Minnesota (except those in the Minneapolis-St. Paul, Minn., Commercial Zone, as defined by the Commission), North Dakota and South Dakota, to Waukegan, Ill. Applicant holds contract carrier authority in Permit No. MC 107640 and Sub Numbers thereunder. Dual operations under section 210 may be involved.

Note: A proceeding has been instituted under section 212(c) of the Interstate Commerce Act to determine whether applicant's status is that of a contract or common carrier, assigned Docket No. MC 107640 (Sub No. 36).

HEARING: November 2, 1959, at Room 852, U.S. Custom House, 610 South Ganal Street, Chicago, Ill., before Examiner Francis A. Welch.

No. MC 114045 (Sub No. 54), filed August 14, 1959. Applicant: R. L. MOORE AND JAMES T. MOORE, a partnership, doing business as TRANS-COLD EXPRESS, Belt Line and Finley Road, P.O. Box 5842, Dallas, Tex. Applicant's attorney: Leroy Hallman, First National Bank Building, Dallas 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Frozen foods in mechanically refrigerated vehicles, from Pittsburgh and Baltaburg, Pa., to points in Ohio, Indiana, Illinois, Missouri, Kansas, Texas, Oklahoma, Arkansas, Louisiana, Tennessee, Kentucky, Michigan, Wisconsin, Arizona, New Mexico and Galifornia. Applicant is authorized to conduct operations in Alabama, Arkansas, Colorado, Connecticut, Delaware, District of Columbia, Illinois, Indiana, Georgia, Kansas, Kentucky, Louisiana, Maryland, Massachu-setts, Michigan, Mississippi, Missouri, New Jersey, New Mexico, New York, Oklahoma, Pennsylvania, Rhode Island, Tennessee, Texas, Virginia, and West Virginia.

HEARING: October 26, 1959, at the Fulton Building, 101–115 Sixth Street, Pittsburgh, Pa., before Examiner Francis A. Welch.

No. MC 114186 (Sub No. 3), filed June 15, 1959. Applicant: MARK WOOD-RUFF, 6131 North 35th Drive, Glendale, Ariz. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Race

horses, equipment, supplies, and attendants, in the same vehicle with race horses, (1) between LaMesa Park Race Track, Raton, N. Mex., and Turf Paradise Race Track, Phoenix, Ariz., on the one hand, and, on the other, Oaklawn Park Race Track, Hot Springs, Ark., Ak-Sar-Ben Race Track, Omaha, Nebr., Fairmount Park Race Track, Collinsville, Ill., and Sportman's Park Race Track, Chicago, Ill. (2) Between LaMesa Park Race Track, Raton, N. Mex., on the one hand, and, on the other, Bay Meadows Race Track, San Mateo, Calif., Hollywood Park Race Track, Los Angeles, Calif.; and San Ysidro, Calif. (3) Between LaMesa Park Race Track. Raton, N. Mex., and Turf Paradise Race Track, Phoenix, Ariz., and Centennial Race Track, Littleton, Colo. (4) Between Turf Paradise Race Track, Phoenix, Ariz., on the one hand, and, on the other, Bay Meadows Race Track, San Mateo, Calif., Hollywood Park Race Track, Los Angeles, Calif.; and San Ysidro, Calif.

HEARING: October 28, 1959, at the Hilton Hotel, Albuquerque, N. Mex., before Examiner Harold W. Angle.

No. MC 114364 (Sub No. 42), filed August 17, 1959. Applicant: WRIGHT MOTOR LINES, INC., 16th and Elm Streets, P.O. Box 672, Rocky Ford, Colo. Applicant's attorney: Marion F. Jones, 526 Denham Building, Denver 2, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Sugar, (1) from Rocky Ford, Colo., to Swink, Colo., and (2) from Garden City, Kans., to points in Kansas, Oklahoma, and that part of Texas bounded by a line beginning at the Texas-New Mexico State line and extending east along U.S. Highway 180 to Junction U.S. Highway 87, thence along U.S. Highway 87 to Junction U.S. Highway 80, thence along U.S. Highway 80 to Junction U.S. Highway 75, thence north along U.S. Highway 75 to the Texas-Oklahoma State line, thence northwesterly, northerly, and westerly along the Texas-Oklahoma State line to the Texas-New Mexico State line, and thence south along the Texas-New Mexico State line to point of beginning, including points on the indicated portions of the highways specified. Applicant is authorized to conduct operations in Arkansas, Colorado, Idaho, Iowa, Kansas, Louisiana, Missouri, Montana, Nebraska, Nevada, New Mexico, Oklahoma, South Dakota. Texas, Utah and Wyoming.

Note: Applicant states it presently holds the authority described in (2) above, subject to a restriction to the movement of sugar originating at end transported by applicant from Torrington, Wyoming and Swink, Colo., to Garden City, Kans., for storage in transit, which service has been performed for Holly Sugar Corporation. American Crystal Sugar Company has purchased Holly's factory at Swink, Colo., and its warehouses at Garden City, Kans. The factory is being dismantled. American Crystal Sugar Company operates a factory at Rocky Ford, and desires to move sugar both to Swink, Colo., and to Garden City, Kans., for storage in transit purposes.

HEARING: November 13, 1959, at the New Customs House, Denver, Colo., before Examiner Harold W. Angle.

No. MC 116077 (Sub No. 73), filed September 12, 1959. Applicant: ROBERT-SON TANK LINES, INC., 5700 Polk Avenue, Houston, Tex. Applicant's attorneys: Charles D. Mathews, Brown Building, Austin, Tex. and Thomas E. James, P.O. Box 858, Austin 65, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Asphalt, in bulk, in tank vehicles, between points in Harris and Jefferson Counties, Tex., on the one hand, and, on the other, points in Louisiana. Applicant is authorized to conduct operations in Alabama, Arizona, Arkansas, California, Colorado, Connecticut, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New Mexico, North Carolina, Ohio, Oklahoma, Oregon, South Carolina, Tennessee, Texas, Washington, West Virginia, and Wisconsin.

HEARING: October 12, 1959, at the

HEARING: October 12, 1959, at the Texas State Hotel, Houston, Tex., before Joint Board No. 32, or, if the Joint Board waives its right to participate, before Examiner James C. Cheseldine.

No. MC 116763 (Sub No. 7), filed July 16, 1959. Applicant: CARL SUBLER TRUCKING, INC., Auburndale, Fla. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Glass, glassware, glass containers, with or without closures, and related articles, knocked down cartons when moving with containers, from points in West Virginia and that part of Pennsylvania on and west of U.S. Highway 219 and south of the Pennsylvania Turnpike, to points in Alabama, Florida, Georgia, Mississippi, Louisiana, North Carolina, South Carolina, and Tennessee, and empty pallets, on return; knocked down corrugated containers, from Mt. Vernon. Ohio, to points in West Virginia; cans and can closures, from Marion and Hamilton, Ohio, to points in Georgia, Florida, Alabama and Tennessee: containers, including crates, boxes, hampers, baskets, cushions and other related materials, from Albany, Macon, Gainesville, Savannah and Waycross, Ga., and High Point, N.C., to points in Florida, Indiana, Michigan, Kentucky, Ohio and West Virginia: foodstuffs, from points in Florida and Georgia, to points in Illinois, Indiana, Kentucky, Michigan, Minnesota, Ohio, West Virginia and Wisconsin; and foodstuffs, from points in Indiana, Michigan, and Ohio, to points in Florida and Georgia.

Note: Applicant is authorized to conduct operations as a contract carrier in Permit No. MC 109761 and sub numbers thereunder; a proceeding has been instituted under section 212(c) in No. MC 109761 (Sub No. 12) to determine whether applicant's status is that of a contract or common carrier. Applicant indicates that, in connection with the proposed transportation of foodstuffs herein, none is to move under refrigeration.

HEARING: November 10, 1959, at the New Post Office Building, Columbus, Ohio, before Examiner John B. Mealy.

No. MC 117344 (Sub No. 21), filed August 3, 1959. Applicant: THE MAX-WELL CO., a corporation, 2200 GlendaleNOTICES -

Milford Road, Cincinnati 15, Ohio. Applicant's attorney: Herbert Baker, 50 West Broad Street, Columbus 15, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Paints, resins, varnishes, surface coating compounds, and thinning and reducing compounds, in bulk, in tank vehicles, from Cincinnati, Ohio, to Kansas City, Kans., and empty containers or other such incidental facilities used in transporting the above-specified commodities, on return. Applicant is authorized to conduct operations as a contract carrier in the States of Alabama, Arkansas, Georgia, Illinois, Indiana, Kentucky, Maryland, Michigan, Mississippi, Missouri, New York, North Carolina, Ohio, Pennsylvania, South Carolina, Tennessee, Texas, Virginia, West Virginia and Wisconsin.

Note: A proceeding has been instituted under section 212(c) in No. MC 50404 (Sub No. 55) to determine whether applicant's status is that of a contract or common carrier. Dual operations may be involved.

HEARING: November 17, 1959, at the New Post Office Building, Columbus, Ohio, before Examiner John B. Mealy.

No. MC 118890 (Sub No. 1), filed July 13, 1959. Applicant: THAYNE ROBERT OLSON, doing business as THAYNE R. OLSON, 6259 West Parkview Drive, Wichita, Kans. Applicant's attorney: James F. Miller, 500 Board of Trade Building, 10th and Wyandotte, Kansas City 5, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Oyster shell, in bulk, and in bags, from Morgan City, La., and Houston, Tex., to points in Minnesota and Iowa, and empty containers or other such incidental facilities used in transporting oyster shell, on return.

HEARING: October 26, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 118890 (Sub No. 2), filed July 13, 1959. Applicant: THAYNE ROBERT OLSON, doing business as THAYNE R. OLSON, 6259 West Parkview Drive; Wichita, Kans. Applicant's attorney: James F. Miller, 500 Board of Trade Building, 10th and Wyandotte, Kansas City 5. Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Oyster shell, in bulk, and in bags, from Morgan City, La., and Houston, Tex., to points in Missouri, and empty containers or other such incidental facilities used in transporting oyster shell, on return.

HEARING: October 26, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 118890 (Sub No. 3), filed July 13, 1959. Applicant: THAYNE ROBERT OLSON, doing business as THAYNE R. OLSON, 6259 West Parkview Drive, Wichita, Kans. Applicant's attorney: James F. Miller, 500 Board of Trade Building, 10th and Wyandotte, Kansas City 5, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Oyster shell, in bulk, and in bags, from

Morgan City, La., and Houston, Tex., to points in Oklahoma, and empty containers or other such incidental facilities used in transporting oyster shell, on return.

HEARING: October 26, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 118890 (Sub No. 4), filed July 13, 1959. Applicant: THAYNE ROBERT OLSON, doing business as THAYNE R. OLSON, 6259 West Parkview Drive, Wichita, Kans. Applicant's attorney: James F. Miller, 500 Board of Trade Building, 10th and Wyandotte, Kansas City 5, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Oyster shell, in bulk, and in bags, from Morgan City, La., and Houston, Tex., to points in Nebraska, South Dakota and North Dakota, and empty containers or other such incidental facilities used in transporting oyster shell, on return.

HEARING: October 26, 1959, at the New Hotel Pickwick, Kansas City, Mo., before Examiner Reece Harrison.

No. MC 118940, filed May 13, 1959. Applicant: WILLIAM P. BURSCH, doing business as BURSCH TRUCKING, 4130 Edith Boulevard NE., Albuquerque, N. Mex. Applicant's attorney: William J. Torrington, 1003 Maryland Trust Building, Baltimore 2, Md. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Lumber, wallboard, plywood, siding, molding, paneling, sash, roofing materials, insulation and building materials, between Albuquerque, N. Mex., on the one hand, and, on the other, points in Arizona, Utah, Colorado, Texas, Oklahoma and Kansas. Applicant is authorized to conduct contract carrier operations in Arizona, Colorado, Kansas, New Mexico, Oklahoma, Texas and Utah.

Note: Dual operations under section 210 may be involved.

HEARING: November 2, 1959, at the Hilton Hotel, Albuquerque, N. Mex., before Examiner Harold W. Angle.

No. MC 118957 (Sub No. 1), filed August 6, 1959. Applicant: A. STALESKY CORPORATION, P.O. Box 62, Crystal Lake, Ill. Applicant's attorneys: Louis E. Smith, 111 Monument Circle, Indianapolis 4, Ind. and Harold E. Marks, 208 South LaSalle Street, Chicago, Ill. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, • Transporting: Prefabricated houses and buildings, iron and steel, knocked down or set up, including parts and materials belonging to, and moving with said houses and buildings, from Milwaukee, Wis., to points in Illinois, Indiana and Iowa.

HEARING: October 27, 1959, at the Pick-Congress Hotel, Chicago, Ill., before Examiner David Waters.

No. MC 119070, filed July 16, 1959. Applicant: LELAND N. BARRETT AND RICHARD H. BARRETT, a partnership, doing business as BARRETT BROTH-ERS, 7652 Grand Street, Dexter, Mich. Applicant's attorney: Leonard H. Young, 210-14 Municipal Court Building, P.O. Box 6, Ann Arbor, Mich. Authority sought to operate as a contract carrier,

by motor vehicle, over irregular routes, transporting: Beer, bottles, cans and kegs, empties and containers, from Milwaukee, Wis., to Ann Arbor, Mich., and empty containers or other such incidental facilities used in transporting the above-described commodities, on return.

HEARING: November 10, 1959, at the Wolverine Hotel, Elizabeth-Block, East of Woodward, Detroit, Mich., before Exam-

iner Francis A. Welch.

No. MC 119091, filed July 27, 1959.
Applicant: EARL T. HOWELL & SON,
INC., Newfane, N.Y. Applicant's representative: Raymond A. Richards, P.O. Box 25, Webster, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Fertilizer and fertilizer compounds, except when moving in bulk, in tank vehicles, from Cincinnati, Ohio, to points in New York on and west of U.S. Highway 11, and empty containers or other such incidental facilities (not specified) used in transporting the above-specified commodities on return.

HEARING: October 26, 1959, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner

Abraham J. Essrick. No. MC 119097, filed July 28, 1959. Applicant: JOHNNY'S AUTO & TRUCK TOWING, INC., 1122 Sweitzer Avenue, Akron 1, Ohio. Applicant's representa-tive: John R. Meeks, 607 Copley Road, Akron 20, Ohio. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Disabled and wrecked motor vehicles, with or without cargo; and cargo from disabled or wrecked vehicles, between points in Ohio (except Cuyahoga County), on and north of U.S. Highway 40, on the one hand, and, on the other, points in Illinois, Indiana, Kentucky, Maryland, Michigan, New York, Penn-sylvania, Virginia, West Virginia, and the District of Columbia.

HEARING: November 16, 1959, at the Wolverine Hotel, Elizabeth-Block, East of Woodward, Detroit, Mich., before Examiner Francis A. Welch.

No. MC 119115, filed July 27, 1959. Applicant: ORCO CORPORATION, 606 Silver SW., P.O. Box 755, Albuquerque, N. Mex. Applicant's attorney: O. Russell Jones, 54½ East San Francisco Street, Santa Fe, N. Mex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Caustic soda solution, in bulk, in tank vehicles, from Henderson, Nev., to Grants, N. Mex., and points within 30 miles of Grants, and empty vehicles, on return.

HEARING: October 30, 1959, at the Hilton Hotel, Albuquerque, N. Mex., be-

fore Examiner Harold W. Angle.
No. MC 119131, filed August 6, 1959. Applicant: FRANKLIN L. PARKER, 6944 Hamilton Avenue, Pittsburgh, Pa. Applicant's attorney: Arthur J. Diskin, 302 Frick Building, Pittsburgh 19, Pa. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Drugs, medicines, and such commodities that are sold in drug stores, from points in Sharpsburg, (Allegheny County), Pa., to points in West Virginia, Ohio and Delaware, and damaged or returned shipments, on re-

Note: Applicant states the proposed transportation is for the Thrift Drug Company, from its warehouses in Sharpsburg, to its drug stores in West Virginia, Ohio and Delaware.

HEARING: October 27, 1959, at the Fulton Bldg., 101–115 Sixth Street, Pittsburgh, Pa., before Examiner Francis A. Welch.

No. MC 119138, filed August 10, 1959. Applicant: CORLISS M. ROSS, doing business as C. M. ROSS, East State Street, Albany, Ind. Applicant's attorney: Walter F. Jones, Jr., 1019 Chamber of Commerce Building, Indianapolis 4, Ind. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Pressure regulators, pallets, power pumps, valves, tubing kits, link checks, pressure switches and gauges, and parts of the aforementioned commodities, from the plant site of Brady Air Controls, Inc., in Muncie, Ind., to points in North Dakota, South Dakota, Nebraska, Kansas, Oklahoma, Texas, Minnesota, Iowa, Missouri, Arkansas, Louisiana, Wisconsin, Illinois, Mississippi, Michigan, Indiana, Kentucky, Tennessee, Alabama, Ohio, Georgia, Florida, New York, Vermont, Pennsylvania, West Virginia, Virginia, North Carolina, South Carolina, Maryland, Rhode Island, New Jersey, Delaware, Connecticut, New Hampshire, Massachusetts and Maine, and pallets and empty containers or other such incidental facilities used in transporting the above-specified commodities, on return.

HEARING: November 5, 1959, at 9:30 o'clock a.m., United States Standard Time (or 9:30 o'clock a.m., local Daylight Saving Time, if that time is observed), at the U.S. Court Rooms, Indianapolis, Ind., before Examiner John B. Mealy.

No. MC 119153, Filed, August 13, 1959. Applicant: JOHN W. BEAN, 6201 South Strahan Road, El Paso, Tex. Applicant's attorney: Robert F. Mayhall, Mills Building, El Paso, Tex. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Race horses, and incidental facilities used in transporting race horses, between El Paso, Texas and Ruidoso, Raton, Anapra, and Albuquerque, N. Mex.

HEARING: October 30, 1959, at the Hilton Hotel, Albuquerque, N. Mex., before Joint Board No. 33, or, if the Joint Board waives its right to participate, before Examiner Harold W. Angle.

No. MC 119180, filed August 27, 1959. Applicant: JAMES E. MINK, doing business as J. E. MINK, R.D. No. 1, Northeast, "Md. Applicant's attorney: H. James Conaway, Jr., Bank of Delaware Building, Wilmington, Del. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Sand, gravel and crushed stone, from points in Cecil County, Md., to points in Delaware.

HEARING: October 27, 1959, at the U.S. Court Rooms, Wilmington, Del., before Joint Board No. 40.

No. MC 119182, filed August 28, 1959. Applicant: P. R. McGUIRE AND ELEA- NOR S. McGUIRE, doing business as McGUIRE LUMBER SERVICE, Wylliesburg, Va. Applicant's attorney: Jno. C. Goddin, State-Planters Bank Building, Richmond 19, Va. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Lumber, from Sutherlin, Va., to points in West Virginia, Ohio, Pennsylvania, New York, Delaware, New Jersey, and Maryland, and damaged, refused and rejected shipments of lumber on return.

NOTE: Applicant states the proposed service is under a continuing contract with Cloverdale Lumber Co., Inc.

HEARING: October 27, 1959, at the Offices of the Interstate Commerce Commission, Washington, D.C., before Examiner Lucian A. Jackson.

MOTOR CARRIERS OF PASSENGERS

No. MC 1096 (Sub No. 4), filed August Applicant: THE CANADA COACH LINES LIMITED, 18 Wentworth Street North, Hamilton, Ontario, Canada. Applicant's attorney: S. Harrison Kahn, 1110-14 Investment Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Passengers and their baggage, in round trip charter operations, (1) beginning and ending at Ports of Entry on the boundary between the United States and Canada, and extending to points in the United States, including the District of Columbia and the State of Alaska, and (2) from Ports of Entry on the boundary between the United States and Canada to Ports of Entry on said boundary, via points in the United States, and return. Applicant is authorized to conduct operations in New York, Michigan, Connecticut, Illinois, Indiana, Maryland, Massachusetts, New Jersey, Ohio, Pennsylvania, Rhode Island, Missouri and the District of Columbia.

Note: Applicant states the transportation to be performed under the authority herein requested shall be restricted to the movement of persons (1) between points in the Dominion of Canada, on the one hand, and, on the other, points in the United States, or (2) from and to points in the Dominion of Canada, via points in the United States, and return, restricted to foreign commerce.

HEARING: October 28, 1959, at the Hotel Buffalo, Washington and Swan Streets, Buffalo, N.Y., before Examiner Abraham J. Essrick.

No. MC 118972, filed June 4, 1959. Applicant: NEWMARKET COACH LINES LIMITED, 730 Davis Drive, Newmarket, Ontario, Canada. Applicant's attorney: S. Harrison Kahn, 1110-14 Investment Building, Washington, D.C. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Passengers and their baggage, in the same vehicle with passengers, in charter operations, beginning and ending at ports of entry on the International Boundary line between the United States and Canada located between the Province of Ontario and the State of New York, and Detroit, Mich., and extending to points in New York, New Jersey, Pennsylvania, Maryland, Virginia, Connecticut, Delaware, Rhode Island, Illinois, Indiana, Ohio, Michigan, Massachusetts and the District of Columbia.

NOTE: Applicant states that the above transportation shall be restricted to the transportation of charter parties originating in that part of the Province of Ontario in which applicant may originate charter parties, and the return of such parties to that part.

HEARING: October 27, 1959, at the Hotel Buffalo, Washington & Swan Sts., Buffalo, N.Y., before Examiner Abraham J. Essrick.

No. MC 119129 (Sub No. 1), filed August 11, 1959. Applicant: WOODRUM FIELD AIRPORT LIMOUSINE SERV-ICE, INC., 202 Shenandoah Avenue NE., Roanoke, Va. Applicant's attorney: John L. Walker, 301-319 Boxley Building. Roanoke 4, Va. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Passengers and their baggage in the same vehicle with passengers in special operations limited to the transportation of not more than seven (7) passengers in any one vehicle, not including the driver thereof, from Woodrum Field Airport in Roanoke County, Va., approximately 2 miles northwest of Roanoke, Va., to The Greenbrier Hotel, White Sulphur Springs, W. Va.; Douglas Municipal Airport, N.C., approximately 4.5 miles southwest of the City Limits of Charlotte, N.C.; Greensboro-High Point Airport, approximately 8 miles northwest of the City Limits of Greensboro, N.C.; Smith-Reynolds Airport, N.C., approximately 2.8 miles northeast of the City Limits of Winston-Salem, N.C.; Kanawha County Airport, W. Va., approximately 3 miles northeast of the City Limits, Charleston, W. Va.; Raleigh County Memorial Airport, W. Va., approximately 3 miles northeast of the City Limits, Charleston, W. Va., approximately 2 miles of the City of the Ci proximately 3 miles east of the City Limits of Beckley, W. Va.; Mercer County Airport, W. Va., approximately 4 miles northeast of Bluefield, W. Va.; and Princeton Municipal Airport, W. Va., approximately 1.7 miles southwest of Princeton, W. Va.

Note: Applicant states that all trips are to originate at Woodrum Field Airport with no return fares from any of the designated points to Woodrum Field Airport. The service shall be limited to the transportation of not more than seven passengers in the same vehicle who arrive at Woodrum Field Airport by airplane and desire immediate transportation from that point to The Greenbrier Hotel, White Sulphur Springs, W. Va., and passengers who arrive at Woodrum Field Airport destined to any of the other points by airplane transportation but who are unable by reason of weather conditions or mechanical failure to complete their trip, these being trips the various airlines request applicant to perform because of the inability of the airline to complete transportation of passengers to any of the named points.

HEARING: October 29, 1959, at the U.S. Court Rooms, Roanoke, Va., before Joint Board No. 292, or, if the Joint Board waives its right to participate, before Examiner Hugh M. Nicholson.

Applications Assigned for Consolidated Hearing

The following applications are assigned for hearing on a consolidated

record at the Baker Hotel, Dallas, Tex., on December 2, 1959, at 9:30 o'clock a.m. United States Standard Time, before Examiner Frank R. Saltzman. At the end of the three days of hearing at Dallas, continued hearings will be held at the Federal Office Bldg., Franklin & Fannin Streets, Houston, Tex., at the Mayo Hotel, Tulsa, Okla., and at the Baker Hotel, Dallas, Tex., without intermediate records mediate recess. The continued hearings at Houston and Tulsa are expected to last one week each, and at the adjourned hearing at Tulsa applicants will complete the presentation of their evidence except with respect to proposed non-radial operations between points in Alaska. Thereafter an immediate continued hearing will be held at the Baker Hotel at Dallas, for benefit of protestants, lasting an estimated time of three days. All hearings will be called at 9:30 o'clock a.m. United States Standard Time. For the benefit of those applicants which seek authority to operate between points in Alaska, it is contemplated that a continued hearing will be held in Alaska at a time and place to be fixed later by the Commission, with opportunity for Alaska carriers to present evidence in opposition to all of the applications.

No. MC 4964 (Sub No. 25), filed August 3, 1959. Applicant: ROY L. JONES, INC., 915 McCarty Avenue, Houston, Applicant's attorney: Austin L. Hatchell, 1009 Perry-Brooks Building, Austin 1, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: I. (1) Machinery, equipment, materials and supplies used in or in connection with the exploration, discovery, development, production, refining, manufacturing, processing, storage, transmission, maintenance, construction, operation, repair, servicing and distribution of (a) natural gas and petroleum and their products and by-products, (b) water, (c) sulphur and its products; (2) machinery, equipment, materials and supplies used in or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of all pipe lines, including the stringing and picking up thereof; II. Commodities, the transportation of which, because of size or weight requires the use of special equipment, and of related machinery parts and related contractors' materials and supplies when their transportation is incidental to the transportation by applicant of commodities which by reason of size or weight require special equipment; HI. (1) Road-building, earth-moving and excavating machinery, equipment, materials and attachments; (2) lumber and mining machinery and equipment; (3) tractors (other than conventional truck-tractors designed for highway operations); (4) parts of commodities described in (1) through (3) above; IV. Agricultural machinery; V. Contractors' equipment, machinery, supplies and related parts; VI. Equipment, ma-chinery, materials, supplies and related parts thereof, used in or in connection with mining operations; and VII. Furs and hides, all kinds, in seasonal opera(b) between points in Alaska, on the one hand, and, on the other, points in Texas, New Mexico, Oklahoma, Kansas, Missouri, Arkansas, Tennessee, Louisiana, Mississippi, Alabama, Georgia, Florida, North Dakota, and South Dakota. Applicant is authorized to conduct operations in Arkansas, Missouri, Oklahoma, Kansas, New Mexico, South Dakota, North Dakota, Mississippi, Texas, Tennessee, and Louisiana.

No. MC 13250 (Sub No. 63), filed July 17, 1958. Applicant: J. H. ROSE TRUCK LINE, INC., P. O. Box 16037, 3804 Jensen Drive, Houston, Tex. Applicant's attorneys: Thomas E. James and Charles D. Mathews, Brown Building, Austin, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: I. (1) Machinery, equipment, materials and supplies used in, or in connection with, the exploration, discovery, development, production, refining, manufacturing, processing, storage, transmission, maintenance, construction, operation, repair, servicing, and distribution of: (a) natural gas and petroleum and their products and byproducts; (b) water; (c) sulphur and its products. (2) machinery, equipment, materials and sup-plies used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of all pipe lines, including the stringing and picking up thereof. II. Commodities, the transportation of which because of size or weight requires the use of special equipment, and of related machinery parts and related contractors' materials and supplies when their transportation is incidental to the transportation by applicant of commodities which by reason of size or weight require special equipment, III. Road building earth moving and excavating machinery, equip-ment, materials and attachments, (2) lumber and mining machinery and equipment, (3) tractors (other than conventional truck-tractors designed for highway operations), (4) parts of commodities described in (1) through (3) above. IV. Agricultural machinery, contractors' equipment, machinery, materials, supplies, and related parts, VI. Equipment, machinery, materials, supplies, and related parts thereof used in or in connection with mining operations, VII. Furs, and hides, all kinds, between points in the United States (heretofore existing forty-eight states and the District of Columbia), on the one hand, and, on the other, points in the new state of Alaska. Applicant is authorized to conduct operations in Arkansas, California. Kansas, Louisiana, New Mexico, Oklahoma, Texas, Arizona, Colorado, Utah, Wyoming, Montana, North Dakota, South Dakota, Nebraska, and Idaho. No MC 14743 (Sub No. 21), filed July

27, 1959. Applicant: E. L. POWELL & SONS TRUCKING CO., INC., 405 North Elwood, Talsa, Okla. Applicant's at-W. T. Brunson, Leonhardt. torney: Building, Oklahoma City 2, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Machinery,

development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum and their products and byproducts; (2) machinery, equipment, materials and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of pipe lines, including the stringing and picking up thereof; and (3) commodities, the transportation of which, by reason of size or weight, requires the use of special equipment, and parts thereof when moving in connection therewith, (a) between points in Alaska, on the one hand, and, on the other, points in Arkansas, Colorado, Kansas, Louisiana, Mississippi, Missouri, New Mexico, Oklahoma, Texas, and Wyoming, and (b) between points in Alaska. Applicant is authorized to conduct operations in Kansas, New Mexico, Oklahoma, Texas, Louisiana, Mississippi, Colorado, Wyoming, Montana, North Dakota, South Dakota, Arkansas, Utah, and Arizona.

No. MC 19564 (Sub No. 57), filed February 6, 1959. Applicant: L. C. JONES TRUCKING COMPANY, a corporation, Box 4368, Oklahoma City, Okla. Applicant's attorney: Max G. Morgan, 443-54 American National Building, Oklahoma City 2, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Machinery, equipment, materials and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum, and their products and byproducts, and machinery, equipment, materials and supplies used in, or in connection with the - construction, operation, repair, servicing, maintenance and dismantling of pipe lines, including the stringing and picking up thereof, except the stringing and picking up of pipe in connection with main or trunk pipe lines, (a) between points in Alaska; (b) between points in Alaska, on the one hand, and, on the other, points in Arkansas, Colorado, Kansas, Louisiana, Mississippi, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, Utah, West Virginia and Wyoming; (c) between port facilities in Washington, on the one hand, and, on the other, points in those States named in (b) above, restricted to having Alaskan origin or destination for water-motor movement; (2) machinery and equipment used in or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of sulphur and its products, and materials and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of sulphur and its products, when moving to or from exploration, drilling, production, job, construction, and plant (including refining, manufacturing, and processing plant) sites, or storage sites, (a) between points in tions between April and October of each _equipment, materials and supplies used Alaska; (b) between points in Alaska, year, (a) between points in Alaska; and in. or in connection with, the discovery, on the one hand, and, on the other,

points in Louisiana, North Dakota, New Mexico, Oklahoma, Texas and Wyoming; (c) between port facilities in Washington, on the one hand, and, on the other, points in those States named in (b) above, restricted to having Alaskan origin or destination for water-motor movement; (3) machinery, equipment, materials and supplies used in, or in connection with, the drilling of water wells, (a) between points in Alaska; (b) between points in Alaska, on the one hand, and, on the other, points in Arkansas, Colorado, Illinois, Kansas, Louisiana, Mississippi, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, Utah, West Virginia and Wyoming; (c) between port facilities in Washington, on the one hand, and, on the other, points in those States named in (b) above, restricted to having Alaskan origin or destination for watermotor movement; (4) machinery and machinery parts (other than oil field machinery and parts therefor), which, because of their size or weight, require special handling or rigging, (a) between points in Alaska; (b) between points in Alaska, on the one hand, and, on the other, points in Arkansas, Colorado, Illinois, Kansas, Louisiana, Missouri, New Mexico, Oklahoma, Texas, Tennessee and Wyoming; (c) between port facilities in Washington, on the one hand, and, on the other, points in those States named in (b) above, restricted to having Alaskan origin or destination for water-motor movement. Applicant is authorized to conduct operations in Arkansas, Colorado, Illinois, Kansas, Louisiana, Mississippi, Missouri, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, Pennsylvania, South Dakota, Tennessee, Texas, Utah, West Virginia, and Wyoming.

No. MC 25518 (Sub No. 14), filed July 20, 1959. Applicant: JOHN BUNNING TRANSFER COMPANY, INC., Rialto Theatre Building, Rock Springs, Wyo. Applicant's attorney: Truman A. Stockton, Jr., The 1650 Grant Street Building, Denver 3, Colo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) machinery, equipment, materials and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum and their products and by-products; (2) machinery, materials, equipment and supplies used in, or in connection with. the construction, operation, repair, servicing, maintenance and dismantling of pipelines, including the stringing and picking up thereof; (3) contractors' equipment, materials and supplies, and, except as authorized in the previously specified class of commodities, building materials as described in Appendix VI to the report in Descriptions in Motor Carrier Certificates, 61 MCC 209; and (4) commodities, the transportation of which because of their size or weight require use of special equipment, and parts thereof, when moving in connection with such commodities, (a) between points in Alaska; and (b) between points in

Alaska, on the one hand, and, on the other, points in Arizona, California, Colorado, Idaho, Kansas, Montana, Nebraska, Nevada, New Mexico, North Dakota, South Dakota, Utah and Wyoming. Applicant is authorized to conduct operations in Colorado, Wyoming, Kansas, New Mexico, Montana, Idaho, Utah, North Dakota, and Nebraska.

No. MC 30042 (Sub No. 18), filed August 10, 1959. Applicant: SECURITY TRUCKING COMPANY, a corporation, P. O. Box 2497, Tulsa, Okla. Applicant's attorney: W. T. Brunson, Leonhardt Building, Oklahoma City 2, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) machinery, equipment, materials and supplies used in. or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum and their products and by-products, and (2) machinery, equipment, materials and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of pipe lines, including the stringing and picking up thereof, (a) between points in Alaska; and (b) between points in Alaska, on the one hand, and, on the other, points in Arkansas, Illinois, Kansas, Louisiana, Missouri, New Mexico, Oklahoma and Texas. Applicant is authorized to conduct operations in Oklahoma, Kansas, Texas, Arkansas, New Mexico, Illinois, Missouri, Louisiana, Montana, North Dakota, and South Dakota.

No. MC 30479 (Sub No. 5), filed January 26, 1959. Applicant: ATLAS TRUCK LINES, INC., 9520 Easthaven Street, Houston 17, Tex. Applicant's attorney: Charles D. Mathews, Brown Building, Austin, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Machinery, equipment, materials, and supplies used in, or in connection with, the exploration, discovery, development, production, refining, manufacturing, processing, storage, transmission, maintenance, construction, operation, repair, servicing, and distribution of (a) natural gas, and petroleum and their products and by-products, (b) water, and (c) sulphur and its products; and Machinery, equipment, materials, and supplies used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of all pipe lines, including the stringing and picking up thereof; (2) Commodities, the transportation of which because of size or weight requires the use of special equipment, and of related machinery parts and related contractors' materials and supplies, when their transportation is incidental to the transportation by applicant of commodities which by reason of size or weight require special equipment; (3) Road building, earth moving and excavating machinery, equipment, materials, and attachments: lumber and mining machinery, and equipment; and Tractors (other than conventional truck-tractors designed for highway operations); Agricultural ma-chinery; Contractors' equipment, machinery, materials, supplies, and related parts; Equipment, machinery, materials, supplies and related parts thereof used in or in connection with mining operations; and Furs and hides, all kinds, between points in Texas, Louisiana, Oklahoma, Kansas, Arkansas, and Mississippi, on the one hand, and, on the other, points in Alaska. Applicant is authorized to conduct operations in Kansas, Louisiana, Oklahoma, and Texas.

No. MC 52511 (Sub No. 30), filed July 1958. Applicant: HUNSAKER TRUCKING CONTRACTOR, INC., P.O. Box 97, Carrollton, Tex. Applicant's attorney: Carl L. Phinney, 617 First National Bank Building, Dallas 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Machinery, equipment, materials and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and machinery, materials, equipment and supplies used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of pipe lines, including the stringing and picking up thereof, (2) Machinery and equipment used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of sulphur and its products, and materials and supplies (not including sulphur) used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of sulphur and its products. (3) Machinery, equipment, materials and supplies used in or in connection with. the drilling of water wells. (4) Commodities (other than those authorized to be transported in Nos. MC 52511 and MC 52511 (Sub No. 20) the transportation of which because of size or weight require the use of special equipment and related parts when their transportation is incidental to the transportation by said carrier of commodities which by reason of size or weight require special equipment, (1) from points in Alabama, Arizona. Arkansas, California, Colorado, Connecticut, Delaware, District of Columbia, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Texas, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin, and Wyoming, to points in Alaska, and from points in Alaska to points in the above-named origin States; and (2) to and from points in Alaska.

No. MC 68100 (Sub No. 10), filed June 22, 1959. Applicant: D. P. BONHAM TRANSFER, INC., P.O. Box 1250, Bartlesville, Okla. Applicant's attorney: W. T. Brunson, Leonhardt Building, Oklahoma City, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transport-

ing: (1) Machinery, equipment, materials, and supplies used in, or in connection with, the discovery, development, production, reaning, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum, and their products and by-products, and (2) machinery, materials, equipment, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipe lines, including the stringing and picking-up thereof, (1) between points in Alaska; (2) between points in Alaska, on the one hand, and, on the other, points in Arkansas, Kansas, Michigan, Missouri, New Mexico, Oklahoma and Texas. Applicant is authorized to conduct operations in Kansas, Oklahoma, Arkansas, Texas, Missouri, and New Mexico.

No. MC 74321 (Sub No. 20), filed January 8, 1959. Applicant: B. F. WALKER, INC., 100 West Seventh Street, Fort Worth, Tex. Applicant's attorney: James H. Keahey, P.O. Box 858, Austin, 65, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Machin-ery, equipment, materials and supplies used in or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products, and machinery, materials, equipment and supplies used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of pipelines, including the stringing and picking up thereof, between points in Texas, Louisiana, Oklahoma, New Mexico. Kansas, Colorado, Wyoming, Utah, Montana, Arizona, North Dakota, South Dakota, Nebraska and Nevada, on the one hand, and, on the other, points in Alaska. Applicant is authorized to conduct operations in Arizona, Colorado, Kansas, Louisiana, Montana, Nebraska, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, Utah, and Wyoming.

No. MC 83539 (Sub No. 39), filed July 24, 1958. Applicant: C & H TRANSPOR-TATION CO., INC., 1935 West Commerce Street, P.O. Box 5976, Dallas, Tex. Applicant's attorney: W. T. Brunson, Leonhardt Building, Oklahoma City 2, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: I. (1) Machinery, equipment, materials and supplies used in, or in connection with, the exploration, discovery, development. production, refining, manufacturing, processing, storage, transmission, maintenance, construction, operation, repair, servicing, and distribution of: (a) natural gas and petroleum and their products and by-products; (b) water; (c) sulphur and its products, (2) machinery, equipment, materials and supplies used in, or in connection with the construction operation, repair, servicing, maintenance and dismantling of all pipe lines, including the stringing and picking up thereof. II. Commodities, the transportation of which because of size or weight requires the use of special equipment. and of related machinery parts and re-

lated contractors' materials and supplies when their transportation is incidental to the transportation by applicant of commodities which by reason of size or weight require special equipment. (1) Road building, earth moving and excavating-machinery, equipment, materials and attachments, (2) lumber and mining machinery and equipment, (3) tractors (other than conventional trucktractors designed for highway operations). (4) parts of commodities described in (1) through (3) above. IV. Agricultural machinery. V. Contractors' equipment, machinery, materials, supplies and related parts. VI. Equipment, machinery, materials, supplies and re-lated parts thereof used in or in connection with mining operations. Furs, in bulk, (1) between points in the United States (the heretofore existing forty-eight States and the District of Columbia), on the one hand, and, on the other, points in Alaska; (2) between points in Alaska. Applicant is authorized to conduct operations in Kansas, New Mexico, Texas, Oklahoma, Louisiana, Illinois, Montana, Indiana, Kentucky, Mississippi, Arkansas, Wisconsin, Minnesota, New Jersey, New-York, Wyoming, South Dakota, North Dakota, Michigan, Indiana, Ohio, Pennsylvania, Colorado, and Utah.

No. MC .83835 (Sub No. 36), filed February 24, 1959. Applicant: WALES TRUCKING COMPANY, a corporation, 3319 Cedar Crest Blvd., P.O. Box 6186, Dallas 3, Tex. Applicant's attorney: James W. Hightower, P.O. Box 6186, Dallas, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Machinery, equipment, materials and supplies, used in or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of (a) natural gas and petroleum and their products and by-products, (b) water, and (c) sulphur and its products; (2) machinery, materials, equipment and supplies, used in or in connection with the construction, operation, repair, servicing, maintenance and dismantling of all types and kinds of pipelines, including the stringing and picking up thereof: (3) logging and mining machinery, equipment, attachments and supplies; (4) heavy machinery, parts and attachments; (5) tractors, other than conventional truck-tractors; (6) commodities, the loading, unloading or transportation of which, because of size, weight or shape, require the use of special equipment, special rigging or special handling; (7) contractors' equipment and contractors' equipment attachments; (8) road and bridge-building machinery and equipment; (9) construction machinery and equipment, as defined by the Commission in Appendix VIII to No. MC 45, 61 MCC 286; and (10) furs, in bulk, (a) between points in the United States (the heretofore existing 48 States and the District of Columbia), on the one hand, and, on the other, points in the new State of Alaska; and (b) between points in the new State of Alaska. Applicant is authorized to conduct operations in Arkansas, Colorado, Illinois, Indiana,

Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Missouri, Montana, Nebraska, New Mexico, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Texas, Utah, West Virginia, and Wyoming,

Note: Any duplication with present authority to be eliminated.

No. MC 103066 (Sub No. 16), filed March 3, 1959. Applicant: VAN STONE, doing business as STONE TRUCKING CO., P.O. Box 2014-1516 West 49th Street, Tulsa, Okla. Applicant's attorney: W. T. Brunson, Leonhardt Building, Oklahoma City 2, Okla Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Machinery, equipment, materials and supplies used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum and their products and by-products; (2) Machinery, equipment, materials and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of pipe lines, including the stringing and picking up thereof; (3) Machinery and equipment used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of sulphur and its products; (4) Materials and supplies (not including sulphur) used in, or in connection with, the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of sulphur and its products, restricted to the transportation of shipments of materials and supplies moving to or from exploration, drilling, production, job, construction, plant (including refining, manufacturing and processing plant) sites or storage sites; and (5) Machinery, equipment, materials and supplies used in, or in connection with, the drilling of water wells, (a) between points in Alaska, and (b) between points in Alaska, on the one hand, and, on the other, points in Arkansas, Illinois, Missouri, Oklahoma, Kan-sas, Texas, New Mexico, Louisiana, Colorado, Wyoming, Utah, Nevada, Montana, North Dakota, South Dakota and Nebraska. Applicant is authorized to conduct operations in Oklahoma, Montana, North Dakota, South Dakota, Arkansas, Illinois, Texas, Kansas, New Mexico, Louisiana, Nevada, Tennessee, Colorado, and Nebraska.

No. MC 106379 (Sub No. 34), filed January 6, 1959. Applicant: GULF SOUTHWESTERN TRANSPORTATION COMPANY, a corporation, 5812 Brock, Box 18104, Houston 23, Tex. Applicant's attorney: Joe G. Fender, Melrose Building, Houston 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) Machinery, equipment, materials, and supplies used in or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum and their products and by-products, and pipe and machinery, equipment, materials, and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance, and dismantling of pipelines, including the stringing and picking up thereof, except in connection with main or trunk pipelines; (B) Commodities, the transportation of which, by reason of size or weight, requires the use of special equipment; and (C) Related machinery and related contractors' materials and supplies, when their transportation is incidental to the transportation of the commodities authorized in (B) above, between points in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kansas, Louisiana, Michigan, Mississippi, Missouri, Montana, Nebraska, New Jersey, New Mexico, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Texas, West Virginia, and Wyoming, on the one hand, and, on the other, points in Alaska.

RESTRICTION: The authority to be granted herein will be subject to the condition that carrier shall not engage in the stringing or picking up of pipe along pipelines. Applicant is authorized to conduct operations in Alabama, Arkansas, Florida, Georgia, Illinois, Indiana, Kansas, Louisiana, Michigan, Mississippi, Missouri, Montana, Nebraska, New Jersey, New Mexico, New York, North Dakota, Ohio, Oklahoma, Pennsylvania, South Dakota, Texas, and Wyoming.

No. MC 106497 (Sub No. 15), filed August 24, 1959. Applicant: PARKHILL TRUCK COMPANY, a corporation, 2000 East Jasper, P.O. Box 3087, Tulsa 23, Okla. Applicant's attorney: Tom B. Kretsinger, 1014-18 Temple Building, Kansas City 6, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (a) Machinery, equipment, materials and supplies used in or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission, and distribution of natural gas and petroleum and their products and by-products; (b) Commodities, the transportation of which because of their size or weight require the use of special equipment or handling; (c) Parts of commodities, the transportation of which because of their size or weight require the use of special equipment or handling; and (d) Parts and accessories when related to the above, between (1) points in Alaska; (2) points in Alaska, on the one hand, and, on the other, points in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Missouri, Neb-raska, New Mexico, Oklahoma, Texas, Wyoming, Nevada, Montana, North Dakota, and South Dakota. Applicant is authorized to conduct operations throughout the United States.

No. MC 107322 (Sub No. 81), filed July 18, 1958. Applicant: BELL TRANSPORTATION COMPANY, a corporation, 1406 Hays St., P.O. Box 8598, Houston, Tex. Applicant's attorneys: Charles D. Mathews and Thomas E. James, P.O. Box 858, Austin, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: I. (1) Machinery, equipment, materials and supplies used in. or in connec-

tion with, the exploration, discovery, development, production, refining, manufacturing, processing, storage, transmission, maintenance, construction, operation, repair, servicing and distribution of (a) natural gas and petroleum and their products and by-products: (b) water; and (c) sulphur and its products; (2) Machinery, equipment, materials and supplies used in, or in connection with, the construction, operation, repair, servicing, maintenance and dismantling of all pipe lines, including the stringing and picking up thereof. II. Commodities, the transportation of which, because of size or weight requires use of special equipment, and of related machinery parts and related contractors' materials and supplies when their transportation is incidental to the transportation by applicant of commodities which by reason of size or weight require special equipment. III. (1) Road building, earth moving and excavating machinery, equipment, materials and attachments: (2) Lumber and mining machinery and equipment; (3) Tractors (other than conventional truck-tractors designed for highway operations); and (4) Parts of commodities described in (1) through (3) above. IV. Agricultural machinery. V. Contractors' equipment, machinery, materials, supplies and related parts. VI. Equipment, machinery, materials. supplies and related parts thereof used in, or in connection with, mining operations. VII. Furs, and hides, between points in the United States (the heretofore existing forty-eight (48) states and the District of Columbia), on the one hand, and, on the other, points in the new State of Alaska. Applicant is authorized to conduct operations in Alabama, Arkansas, Colorado, the District of Columbia, Florida, Georgia, Kansas, Kentucky, Louisiana, Maryland, Mississippi, Missouri, Montana, Nebraska, New Mexico, New York, North Carolina, North Dakota, Ohio, Oklahoma, Pennsylvania, South Carolina, South Dakota, Tennessee, Texas, Utah, Virginia, West Virginia, and Wyoming.

No. MC 107678 (Sub No. 23), filed August 26, 1958. Applicant: HILL & HILL TRUCK LINE, INC., P.O. Box 9698, 13019 Sarah Lane, Houston 15, Tex. Applicant's attorney: Joe G. Fender, 1421 Melrosé Building, Houston 2, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (A) Machinery, equipment, materials and supplies used in or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum and their products and by-products, and pipe and machinery, equipment, materials and supplies used in or in connection with the construction, operation, repair, servicing, maintenance and dismantling of pipelines, including the stringing and picking up thereof; (B) Commodities, the transportation of which, by reason of size or weight, requires the use of special equipment; (C) Mining and contractors' equipment, materials and supplies, (1) between points in Alaska, and (2) between points in Alaska, on the one hand, and, on the other, points in Colorado, Kansas, Louisiana, Montana Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, Utah and Wyoming. Applicant is authorized to conduct operations in Colorado, Kansas, Louisiana, Montana, Nebraska, Nevada, New Mexico, North Dakota, Oklahoma, South Dakota, Texas, Utah, and Wyoming.

No. MC 113459 (Sub No. 15), filed July 18, 1958. Applicant: H. J. JEFFRIES TRUCK LINE, INC., P.O. Drawer 4877, 4720 South Shields Boulevard, Oklahoma City, Okla. Applicant's attorneys: Charles D. Mathews and Thomas E. James, P.O. Box 853, 1020 Brown Building, Austin, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: I. (1) Machinery, equipment, materials and supplies used in, or in connection with, the exploration, discovery, development, production, refining, manufacturing, processing, storage, transmission, maintenance, construction, operation, repair, servicing, and distribution of: (a) Natural gas and petroleum and their products and by-products; (b) Water; (c) Sulphur and its products. (2) Machinery, equipment, materials and supplies used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of all pipe lines, including the stringing and picking up thereof. II. Commodities, the transportation of which because of size or weight requires the use of special equipment, and of related machinery parts and related contractors' materials and supplies when their transportation is incidental to the transportation by applicant of commodities which by reason of size or weight require special equipment. III. (1) Road building, earth moving and excavating machinery, equipment, materials and attachments, (2) Lumber and mining machinery and equipment. (3) Tractors (other than conventional truck-tractors designed for highway operations). (4) Parts of commodities described in (1) through (3) above. IV. Agricultural machinery. V. Contractors' equipment, machinery, materials, supplies and related parts. VI. Equipment, machinery, materials, supplies and related parts thereof used in or in connection with mining operations. VII. Furs and hides, all kinds. Between points in the United States (the heretofore existing 48 States and the District of Columbia), on the one hand, and, on the other, points in the new State of Alaska. Applicant is authorized to conduct operations in Arkansas, Colorado, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Missouri, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Utah, and Wyoming. No. MC 113822 (Sub No. 2), filed July

No. MC 113822 (Sub No. 2), filed July 13, 1959. Applicant: DALGARNO TRANSPORTATION, INC., 515 South Walnut Street, Casper, Wyo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Machinery, equipment, materials and supplies, including complete drilling rigs, used in or in connection with, the discovery, development

production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum, and their products and by-products, pipe, pipeline material, machinery and equipment incidental to, and used in connection with, the construction, operation, repairing, servicing, maintenance or dismantling of gas, gasoline and oil pipe lines, including the stringing and picking up thereof in connection with main, trunk or gathering pipe lines, and commodities, the transportation of which because of size or weight requires the use of special equipment or handling, and parts of commodities, the transportation of which because of their size or weight requires use of special equipment or handling, and the loading and unloading of all of the above on or from any means of transportation, including water freight, between points in Wyoming, Montana, North Dakota, South Dakota, Utah, Colorado, and Nebraska, on the one hand, and, on the other, points in Alaska. Applicant is authorized to conduct similar operations between Casper, Wyo., on the one hand, and, on the other, points in Utah, Colorado, Nebraska, South Dakota, North Dakota, Montana, and Wyoming.

No. MC 119176, filed August 24, 1959. Applicant: THE SQUAW TRANSIT COMPANY (Oklahoma corporation), P.O. Box 9415, Tulsa, Okla. Applicant's attorney: W. T. Brunson, Leonhardt Building, Oklahoma City 2, Okla. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) machinery, equipment, materials and supplies used in, or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of natural gas and petroleum, and their products and byproducts, and machinery, equipment, materials and supplies used in, or in connection with the construction, operation, repair, servicing, maintenance and dismantling of pipe lines, including the stringing and picking up thereof, except the stringing and picking up of pipe in connection with main or trunk pipe lines; (2) machinery and equipment used in, or in connection with the discovery, development, production, refining, manufacture, processing, storage, transmission and distribution of sulphur and its products, and materials and supplies, used in, or in connection with the discovery, development production refining, manufacture, processing, storage, transmission and distribution of sulphur and its products when moving to or from exploration, drilling, production, job construction and plant (including refining, manufacturing and processing plants) sites, or storage sites; (3) machinery, equipment, materials and supplies used in, or in connection with the drilling of water wells; (4) machinery and machinery parts (other than oil field machinery and parts therefor) which, because of their size or weight, require special handling or rigging; (5) Iron, steel and other metal articles to be used in the construction, maintenance or repair of electrical, telephone or telegraph towers, sub-stations or generating plants; (6) road

building, earth moving, and excavating machinery, equipment, materials and attachments; (7) lumber and construction machinery and equipment used in, or in connection with construction or completion of homes or industrial buildings, mining machinery and equipment; (8) contractors' equipment, machinery, materials, supplies, and related parts; (a) between points in Alaska, and (b) between points in Alaska, on the one hand, and, on the other, points in Arkansas, Colorado, Illinois, Indiana, Kansas, Kentucky, Louisiana, Michigan, Missouri, Nebraska, New Mexico, Ohio, Oklahoma and Texas; and (9) furs, in bulk, between points in Alaska, on the one hand, and, on the other, points in the United States.

Note: Applicant is vendee in No. MC-F-7236 proceeding to purchase The Squaw Transit Company, a Kansas Corporation, No. MC 105920, and Gulf Southwestern Transit Company, MC 106379 Sub 19.

Applications in Which Handling Without Oral Hearing Is Requested

MOTOR CARRIERS OF PROPERTY

No. MC 1872 (Sub No. 49), filed September 11, 1959. Applicant: ASH-WORTH TRANSFER, INC., 1526 South 6th West, Salt Lake City, Utah. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Commodities, which because of size or weight require the use of special equipment or handling, between points in Colorado and Utah on the one hand, and, on the other, points in Oregon and Washington. Applicant is authorized to conduct operations in Utah, Idaho, Montana, Colorado, Wyoming, Arizona, Nevada, New Mexico, California and Oregon.

No. MC 3281 (Sub No. 5), filed September 14, 1959. Applicant: JACK F. POWELL AND C. K. POWELL, a partnership, doing business as POWELL TRUCK LINE, Searcy, Ark. Applicant's attorney: Louis Tarlowski, Rector Building; Little Rock, Ark. Authority sought to operate as a common carrier, by motor vehicle over regular or irregular routes, transporting: General commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, livestock, and commodities requiring special equipment, between Heber Springs, Ark., and Greers Ferry Dam Site, Ark.

Note: Applicant is authorized to conduct operations into Heber Springs as a part of its regular route; the instant application is filed to serve the Dam Site since it is outside the city limits of Heber Springs.

No. MC 7716 (Sub No. 10), filed September 11, 1959. Applicant: GERMANN BROS. MOTOR TRANSPORTATION, INC., Aberdeen, Ohio. Applicant's attorney: Robert H. Kinker, P.O. Box 127, Seventh Floor, McClure Building, Frankfort, Ky. Authority sought to operate as a common carrier, by motor vehicle, transporting: General commodities, except Class A and B explosives, serving Orangeburg, Ewing, and Mt. Carmel, Ky., and points within five (5) miles of Flemingsburg, Ky., as off-route points in connection with applicant's author-

ized regular route operations between Cincinnati, Ohio and Flemingsburg, Ky. General commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, serving Orangeburg, Ewing, and Mt. Carmel, Ky., and points within five (5) miles of Flemingsburg, Ky., and offroute points in connection with applicant's authorized regular route operations between Maysville and Cynthiana, Ky. Applicant is authorized to conduct operations in Kentucky, Ohio and West Virginia.

No. MC 10872 (Sub No. 25), filed September 10, 1959. Applicant: BE-MAC TRANSPORT COMPANY, INC., 7400 North Broadway, St. Louis 15. Applicant's attorney: Charles Mo. M. M. Shepherd, 206 Brown Building, 101 South Meramec Avenue, Clayton (St. Louis) 5, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: General commodities, except those of unusual value, Class A and B explosives, household goods as defined by the Commission, commodities in bulk, and those requiring special equipment, in truckload shipments, between Pharoah, Okla., and Calvin, Okla., from Pharoah over U.S. Highway 75 to Calvin, and return over the same route, serving no intermediate or off-route points, as an alternate route for operating convenience only, in connection with applicant's authorized regular route operations. Applicant is authorized to conduct operations in Illinois, Missouri, Oklahoma, and Wisconsin.

No. MC 66562 (Sub No. 1556), filed September 3, 1959. Applicant: RAIL-WAY EXPRESS AGENCY, INCORPO-RATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, Law Department, Railway Express Agency, Incorporated, 219 East 42d Street, New York 17, N.Y. Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: General commodities, including Class A and B explosives, moving in express service, between Detroit, Mich., and Cleveland, Ohio, from Detroit over U.S. Highway 25 to junction Michigan Highway 85, thence over Michigan Highway 85 to junction Alternate U.S. Highway 24, thence over Alternate U.S. Highway 24 to Toledo, Ohio, thence over Ohio Highway 120 to Ohio Turnpike, thence over Ohio Turnpike to junction Ohio Highway 10, thence over Ohio Highway 10 to Cleveland, and return over the same route, serving the intermediate point of Toledo, Ohio. Applicant states the service to be performed will be limited to that which is auxiliary to or supplemental of express service, and the shipments transported by applicant will be limited to those moving on a through bill of lading or express receipt. Applicant is authorized to conduct operations throughout the United States.

No. MC 66562 (Sub No. 1557), filed September 3, 1959. Applicant: RAIL-WAY EXPRESS AGENCY, INCORPO-RATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, Law Department, Railway Express Agency. Incorporated, (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, including Class A and B explosives, moving in express service, (1) Between Detroit, Mich., and Pittsburgh, Pa., from Detroit over U.S. Highway 25 to junction Michigan Highway 85, thence over Michigan Highway 85 to junction Alternate U.S. Highway 24, thence over Alternate U.S. Highway 24 to Toledo, Ohio, thence over Ohio Highway 120 to Ohio Turnpike, thence over Ohio Turnpike to the Ohio-Pennsylvania State line, thence over Pennsylvania Turnpike to junction U.S. Highway 19, thence over U.S. Highway 19 to Pittsburgh, and return over the same route, serving the intermediatepoint of Toledo, Ohio, and the off-route point of Cleveland, Ohio. (2) Between Toledo, Ohio and Canton, Ohio, from Toledo over U.S. Highway 24 to junction U.S. Highway 20, thence over U.S. Highway 20 to junction U.S. Highway 23. thence over U.S. Highway 23 to junction U.S. Highway 30-N, thence over U.S. Highway 30-N to junction U.S. Highway 30, thence over U.S. Highway 30 to Canton, and return over the same route. serving the intermediate or off-route points of Tiffin, Crestline and Mansfield, Ohio. Applicant states the service to be performed will be limited to that which is auxiliary to or supplemental of express service, and the shipments transported by applicant will be limited to those moving on a through bill of lading or express receipt. Applicant is authorized to conduct operations throughout the United States.

No. MC 66562 (Sub No. 1559), filed September 14, 1959. Applicant: RAIL-WAY EXPRESS AGENCY, INCORPO-RATED, 219 East 42d Street, New York 17, N.Y. Applicant's attorney: William H. Marx, Law Department, Railway Express Agency, Incorporated (same address as applicant). Authority sought to operate as a common carrier, by motor vehicle, over a regular route, transporting: General commodities, including Class A and B explosives, moving in express service, between New York, N.Y., and Garden City, L.I., N.Y., from New York over New York Highway 24 to junction Nassau County Trunk Highway 1, thence over Nassau County Trunk Highway 1 to Garden City, and return over the same route, serving no intermediate points. Applicant states the service to be performed will be limited to that which is auxiliary to or supplemental of express service, and the shipments transported by applicant will be limited to those moving on a through bill of lading or express receipt, covering, in addition to the motor carrier movements by applicant, an immediately prior or an immediately subsequent movement. by rail or air. Applicant is authorized to conduct operations throughout the United States.

No. MC 76266 (Sub No. 102), filed September 10, 1959. Applicant: MERCHANTS MOTOR FREIGHT, INC., 2625 Territorial Road, St. Paul, Minn.

Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, except those of unusual value, Class A and B explosives, other than small arms ammunition, livestock, household goods as defined by the Commission and liquids in bulk, in tank trucks, over the following alternate routes for operating convenience only, serving no intermediate points, (1) between Cleveland, Ohio, and Gilman, Ill., from Cleveland over U.S. Highway 42 to Mansfield, Ohio, thence over U.S. Highway 30N to Delphos, Ohio, thence over U.S. Highway 30 to Van Wirt, Ohio, thence over U.S. Highway 224 to Huntington, Ind., thence over U.S. Highway 24 to Gilman, and return over the same route; (2) between Onarga, Ill., and Springfield, Ill., over U.S. Highway 54; (3) between Huntington, Ind., and Maumee, Ohio, over U.S. Highway 24. Applicant is authorized to conduct operations in Colorado, Minnesota, Iowa, Illinois, Nebraska, Missouri, Kansas, Indiana, Ohio, and Michigan.

No. MC 101082 (Sub No. 11) filed September 15, 1959. Applicant: EE-JAY MOTOR TRANSFORTS, INC., 15th and Lincoln, East St. Louis, Ill. Applicant's attorney: Delmar O. Koebel, 406 Missouri Avenue, East St. Louis. Ill. Authority sought to operate as a contract carrier, by motor vehicle, over irregular routes, transporting: Liquid petroleum wax, in bulk, in temperature-controlled tank vehicles, from East St. Louis, Ill., to Louisville, Ky., and rejected and damaged shipments of liquid petroleum wax, on return. Applicant is authorized to conduct operations in Illinois, Missouri, Indiana, Iowa, Tennessee, Kansas and Nebraska.

Note: A proceeding has been instituted under section 212(c) in No. MC 101082 Sub No. 4, to determine whether applicant's status is that of a contract or common carrier.

No. MC 113779 (Sub No. 105), filed September 8, 1959. Applicant: YORK INTERSTATE TRUCKING, INC., 9020 Laporte Expressway, P.O. Box 12385, Houston 17, Tex. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: (1) Soybean oil, from Decatur, Ill., to Houston, Tex., and (2) Linseed oil, from Valley Park, Mo., to Houston, Tex., when the above commodities are moving in mixed loads with liquid chemicals, in bulk, in compartmented tank trucks. Aplicant is authorized to conduct operations in Alabama, Arizona, Arkansas, California, Colorado, Florida, Georgia, Idaho, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Montana, Nebraska, Nevada, New Jersey, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, South Carolina, South Dakota, Tennessee, Utah, Virginia, Washington, West Virginia. Wisconsin, and Wyoming.

No. MC 116292 (Sub No. 1), filed August 24, 1959. Applicant: KERR & FAGAN TRUCKING COMPANY, INC., 1211 Brandt Drive, Tallahassee, Fla. Authority sought to operate as a common carrier by motor vehicle, over irregular routes, transporting: Processed animal

feeds, in packages, from Gunterville, Ala., to Madison, Live Oak and Lake City, Fla. Applicant is authorized to conduct operations in Georgia, Kentucky, Illinois, Indiana, Ohio and Florida.

No. MC 118706 (Sub No. 1) (CORREC-TION), filed August 14, 1959, published FEDERAL REGISTER ISSUE of August 22, 1959. Applicant: JOE L. RUHL, 211 Daniel, Sikeston, Mo. Applicant's representative: A. A. Marshall, 305 Buder Building, St. Louis 1, Mo. Authority sought to operate as a common carrier, by motor vehicle, over irregular routes, transporting: Sand and gravel, in bulk, in dump vehicles, (1) between points in Ballard, McCracken, Carlisle, Hickman and Fulton Counties, Ky., points in Mississippi, New Madrid, Pemiscot and Dunklin Counties, Mo., and points in Greene, Clay, Crittenden, and Mississippi Counties, Ark.; (2) between points in Poinsett, Craighead and St. Francis Counties, Ark., on the one hand. and, on the other, points in Tennessee on and west of U.S. Highway 45-E and U.S. Highway 45 to the Mississippi State

No. MC 119205, filed September 10, 1959. Applicant: CLAREMONT AND CONCORD RAILWAY COMPANY, INC., 150 Causeway Street, Boston 14, Mass. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: General commodities, including Class A and B explosives (as may be received or forwarded via rail in substitution of rail service). between West Claremont, N.H., and Emerson (West Henniker), N.H., from West Claremont over New Hampshire Highway 11-103 to Wendell, thence over New Hampshire Highway 11 to Sunapee, thence return over New Hampshire Highway 11 to Wendell, thence over New Hampshire Highway 103 to Bradford, thence over New Hampshire Highway 114 to Henniker, thence over U.S. Highway 202 to Emerson; also from Bradford over New Hampshire Highway 103 to Hopkinton, thence over U.S. Highway 202 to junction New Hampshire Highway 127, thence over New Hampshire Highway 127 to West Hopkinton, thence return over New Hampshire Highway 127 to junction of U.S. Highway 202, thence over U.S. Highway 202 to Emerson, and return over the same routes, serving all intermediate points that are stations on the railroad, including Claremont, Kellyville, Northville, Newport, Sunapee, Mt. Sunapee, Newbury, Bradford, Melvin, Warner, Contoocook, West Hopkinton and Henniker.

Note: Applicant states that the motor carrier service to be performed shall be limited to service which is auxiliary to, or supplemental of, its rail service; applicant shall not serve any point not a station on its rail lines; service shall be limited to shipments which have an immediate, prior or subsequent movement by rail.

MOTOR CARRIERS OF PASSENGERS

No. MC 29957 (Sub No. 71), filed July 16, 1959. Applicant: CONTINENTAL SOUTHERN LINES, INC., 425 Bolton Avenue, Alexandria, La. Applicant's attorney: John L. Pitts, P. O. Box 1711, Alexandria, La. Authority sought to operate as a common carrier, by motor

vehicle, over regular routes, transporting: Passengers and their baggage, and express, mail and newspapers in the same vehicle with passengers, between White-ville, Tenn., and the junction of Tennessee Highways 18 and 100, approximately ten miles northeast of Bolivar, over Tennessee Highway 100, serving all intermediate points. Applicant is authorized to conduct operations in Alabama, Texas, Louisiana, Arkansas, Mississippi, Illinois, Missouri, Tennessee and Kentucky.

No. MC 29957 (Sub No. 74), filed July 16, 1959. Applicant: CONTINENTAL SOUTHERN LINES, INC., 425 Bolton Avenue, Alexandria, La. Applicant's attorney: John L. Pitts, P. O. Box 1711, Alexandria, La. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers and their baggage, and express, mail and newspapers in the same vehicle with passengers, between Campti, La., and Grand Ecore, La., over Louisiana Highway 486, serving all intermediate points. Applicant is authorized to conduct operations in Alabama, Texas, Louisiana, Arkansas, Mississippi, Illinois, Missouri, Tennessee, and Kentucky.

No. MC 61616 (Sub No. 64), filed September 11, 1959. Applicant: MID-WEST BUSLINES, INC., 1800 Lincoln Avenue, Little Rock, Ark. Applicant's attorney: R. Ben Allen, Boyle Building, Little Rock, Ark. Authority sought to operate as a common carrier, by motor vehicle, over regular routes, transporting: Passengers, express, mail and baggage, between Thornton, Ark., and El Dorado, Ark., from Thornton over U.S. Highway 167 to El Dorado, and return over the same route, serving all intermediate points. Applicant is authorized to conduct operations in Arkansas, Colorado, Kansas, Louisiana, Mississippi, Missouri, Nebraska, Tennessee, and Texas.

PETITION

No. MC 107272 (Sub No. 15) (PETI-TION FOR AMENDMENT OF INTERIM PERMIT), dated June 29, 1959. Petitioner: MONKEM COMPANY, INC., 1206 East Sixth Street, P.O. Box 689, Joplin, Mo. Petitioner's attorney: James F. Miller, 500 Board of Trade Building, Kansas City, Mo. By application filed March 19, 1958, petitioner sought authority to transport certain animal and poultry feed and ingredients thereof, and building materials, over irregular routes. from and to points in Missouri, Iowa, Oklahoma, Kansas, Nebraska, Illinois, Tennessee, Arkansas, Louisiana, and Mississippi. Under date of January 14, 1959, an Interim Permit No. MC 107272 (Sub No. 15) was issued to the applicant. Petitioner states that another shipper, Consumers Cooperative Association, needs the services of applicant in the transportation of the involved commodities from and to all points authorized in Interim Permit No. MC 107272 (Sub No. 15), and prays the Commission amend the Interim Permit so as to permit petitioner to perform the service authorized therein for and under a continuing contract or contracts with Consumers Cooperative Association

Kansas City, Mo., in addition to the two shippers presently authorized.

APPLICATIONS UNDER SECTIONS 5 AND 210a(b)

The following applications are governed by the Interstate Commerce Commission's special rules governing notice of filing' of applications by motor carrier of property or passengers under section 5(a) and 210a(b) of the Interstate Commerce Act and certain other proceedings with respect thereto. (49 CFR 1,240.)

MOTOR CARRIERS OF PROPERTY

No. MC-F 7305 (correction) (WOODS INDUSTRIES, INC.—CONTROL—UNITED TRANSPORTS, INC., ET AL.) published in the September 10, 1959, issue of the Federal Register on page 7304. The operating rights of UNITED TRANSPORTS, INC., sought to be controlled should have read, in part, as follows: Trailers, other than those designed to be drawn by passenger automobile, in truckaway service, in secondary movements, from Memphis, Tenn., to points in Arizona, Oklahoma, New Mexico and Texas, restricted to an immediately prior movement by water carrier.

No. MC-F 7312. Authority sought for purchase by CLEO J. CARBARY, doing business as CLEO.J. CARBARY TRUCK-ING COMPANY, Post Office Box 46, Kawkawlin, Mich., of a portion of the operating rights of W. L. THORNBURY, 854 West Jefferson Avenue, Post Office Box 113, Grand Ledge, Mich. Applicants' attorney: Wilhelmina Boersma, 2850 Penobscot Building, Detroit 26, Mich. Operating rights sought to be transferred: Malt beverages, as a common carrier over irregular routes, from Fort Wayne, Ind., to points in Saginaw and Bay Counties, Mich. Vendee is authorized to operate as a common carrier in Michigan, Wisconsin, Illinois and Ohio. Application has not been filed for temporary authority under Section 210a(b).

No. MC-F-7313. Authority sought for purchase by INDIANHEAD TRUCK LINE, INC., 1947 West County Road "C", St. Paul 13, Minn., of the operating rights and property of PETROLEUM TRANSPORT, INC., East Belt Line (Highway U.S. 51), P.O. Box 289, Madison 4, Wis., and for acquisition by LES-TER A. WILSEY, also of St. Paul, of control of such rights and property through the purchase. Applicants' attorney: Glenn W. Stephens, 121 West Doty St., Madison 3, Wis. Operating rights sought to be transferred: Petroleum products, in bulk, in tank trucks, and lubricating oils and petroleum greases, in containers, when carried on tank trucks in connection with the transportation of petroleum products in such trucks, as a common carrier, over irregular routes, from Lemont , Ill., and points in the Chicago, Ill., Commercial Zone, as defined in 1 M.C.C. 673, except Whiting, Ind., to points in Columbia, Dane. Green, Iowa, Rock, and Walworth Counties, Wis., from Lockport, Ill., and Whiting Ind. to points in Kenosha, Walworth, Rock, Green, Lafayette, Iowa, Dane, Jefferson, Waukesha, Racine, Milwaukee. Ozaukee, Washington, Dodge, Columbia, Sauk, Richland, Juneau, Adams, Mar-

quette, Green Lake, Fond Du Lac, Sheboygan, Manitowoc, Calumet, Winnebago, Waushare, Outagamie, Brown, Waupaca, and Kewaunee Counties, Wis., from Lemont, Ill., and points in the Chicago, Ill.. Commercial Zone, as defined by the Commission in Chicago, Ill., Commercial Zone 1 M.C.C. 673, except Whiting, Ind., to points in Kenosha, Lafayette, Jefferson, Waukesha, Racine, Milwaukee, Ozaukee, Washington, Dodge, Sauk, Richland, Juneau, Adams, Marquette, Green Lake, Fond Du Lac, Sheboygan, -Manitowoc, Calumet, Winnebago, Waushare, Outagamie, Brown, Waupaca, and Kewaunee Counties, Wis., from Rockford, Ill., and Peru, Ill., and points within five miles of Rockford and Peru to points in Grant, Lafayette, Green, Rock, Walworth, Racine, Kenosha, Crawford, Richland, Sauk, Iowa, Adams, Juneau, Marquette, Green Lake, Fond Du Lac, Columbia, Dane, Dodge, Jefferson, Washington, Waukesha, Sheboygan, Ozaukee, and Milwaukee Counties, Wisconsin; empty containers for and rejected shipments of the above-specified commodities, from the above-specified destination points to the above-designated origin points; reclaimed or refined lubricating oils, in bulk, in tank trucks, from West Allis, Wis., to Chicago, Ill., liquefied petroleum gas, in bulk, in tank vehicles, . from West Kankakee and Ficklin, Ill., to points in Wisconsin on and south of a line extending along U.S. Highway 16 from La Crosse to Sparta, thence along Wisconsin Highway 21 to Oshkosh, thence along U.S. Highway 41 to Appleton, and thence along U.S. Highway 10 to Manitowoc; and those in Iowa on, east and south of a line commencing at Marquette, and extending along U.S. Highway 18 to Williamstown, and thence along U.S. Highway 63 to the Iowa-Missouri State line, from Eola, Illinois and points within five miles thereof, to points in Wisconsin, and from West Kankakee and Ficklin, Ill., to points in Wisconsin on and north of a line beginning at La Crosse and extending along U.S. Highway 16 to Sparta, thence along Wisconsin Highway 21 to Oshkosh, thence along U.S. Highway 41 to Appleton, and thence along U.S. Highway 10 to Manitowoc; petroleum products, in bulk, in tank vehicles, from Amboy, Ill., and points within ten miles thereof, to points in Green Lake, Dane, Walworth, Rock, Waukesha, Dodge, Sauk, Columbia, Fond Du Lac, and Lafayette Counties, Wis.; petroleum and petroleum products as described in Appendix XIII to the Report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, in bulk, in tank vehicles, from Lemont and Lockport, Illinois, to points in Crawford, Grant, La Crosse, Monroe, and Vernon Counties, Wisconsin; petroleum and petroleum products, except petroleum chemicals (but including Naphtha), as described in Appendix XIII to the Report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, in bulk, in tank vehicles, from Chicago, Illinois, to points in Crawford, Grant, La Crosse, Monroe. and Vernon Counties, Wisconsin: petroleum products, as described in Appendix XIII to the Report in Descriptions in Motor Carrier Certificates, 61 M.C.C. 209, in bulk, in tank vehicles, from

Sheboygan, Wisconsin, to Lemont, Chicago, and Lockport, Illinois. Vendee is authorized to operate as a common carrier in Wisconsin, Minnesota, Illinois, Michigan, Iowa, South Dakota, North Dakota, Montana, Wyoming and Nebraska. Application has been filed for temporary authority under Section 210a(b).

No. MC-F-7314. Authority sought for control by RUAN TRANSPORT COR-PORATION, 408 S.E. 30th Street, Des Moines, Iowa, of THE RUAN CORPORA-TION, 408 S.E. 30th Street, Des Moines, Iowa, and for acquisition by JOHN RUAN, also of Des Moines, of control of THE RUAN CORPORATION, through the acquisition by RUAN TRANSPORT CORPORATION. Applicants' attorney: Henry L. Fabritz, Ruan Transport Corporation, P.O. Box 855, Des Moines 4, Iowa. Applicant seeks authority to continue in control of THE RUAN CORPO-RATION, upon the latter's institution of operations in interstate or foreign commerce as a motor contract carrier over irregular routes, of cement, in bulk, and in bags and packages, from the plant site of Northwestern States Portland Cement Company, in or adjacent to Mason City. Iowa, to points in Iowa, Wisconsin, Minnesota, North Dakota and South Dakota, and rejected or returned shipments of cement, on return. RUAN TRANSPORT CORPORATION is authorized to operate as a common carrier in Iowa, Illinois, Wisconsin, Missouri, Minnesota, Nebraska, Kansas, North Dakota, South Dakota, Indiana, Michigan, Ohio, Colorado, Oklahoma, Arkansas, Louisiana, Kentucky, Texas and Pennsylvania. Application has not been filed for temporary authority under Section 210a(b).

No. MC-F-7316. Authority sought for control by RUAN TRANSPORT COR-PORTATION, 408 SE. 30th Street, Des Moines, Iowa, of RUAN TRANSPORT CORPORATION OF KANSAS, RUAN TRANSPORT CORPORATION FREDONIA, RUAN TRANSPORT COR-PORATION OF MISSOURI and RUAN TRANSPORT CORPORATION CHANUTE, all of 408 SE. 30th Street, Des Moines, Iowa, and for acquisition by JOHN RUAN, also of Des Moines, of control of the latter corporations, through the acquisition by RUAN TRANSPORT CORPORATION. Applicants' attorney: Henry L. Fabritz, Ruan Transport Corporation, P.O. Box 855, Des Moines 4, Iowa. Applicant seeks authority to continue in control of RUAN TRANSPORT CORPORATION OF KANSAS, RUAN TRANSPORT CORPORATION OF FRE-DONIA, RUAN TRANSPORT CORPO-RATION OF MISSOURI and RUAN TRANSPORT CORPORATION OF CHANUTE, upon the latters institution of operations in interstate or foreign commerce as motor contract carriers over irregular routes: (RUAN TRANS-PORT CORPORATION OF KANSAS), cement, in bulk and in packages, palletized and/or unpalletized, from the plant site of Universal Atlas Cement, Division of United States Steel Corporation, in or near Independence, (Montgomery County) Kansas, to points in the States of Arkansas, Iowa, Kansas, Missouri, Nebraska and Oklahoma, and

pallets on return; (RIJAN emptu TRANSPORT CORPORATION OF FRE-DONIA), cement, in bulk, in bags and in packages, palletized and/or unpalletized, from the plant site of General Portland Cement Company in or near Fredonia, Kansas to points in the States of Arkansas, Kansas, Missouri, Nebraska and Oklahoma, and empty pallets on return; (RUAN TRANSPORT CORPORATION OF MISSOURI), cement, in bulk, in bags and in packages, from Kansas City, Missouri to points in the States of Iowa, Kansas, Missouri and Nebraska; cement, in bulk, in bags and in packages from St. Louis, Missouri to points in the States of Arkansas, Illinois, Iowa, Kentucky and Missouri; cement, in bulk, in bags and in packages from Memphis, Tennessee to points in the States of Arkansas, Kentucky, Mississippi, Missouri and Tennessee; (RUAN TRANSPORT CORPORATION OF CHANUTE), cement, in bulk, in bags and in packages, from the plant site of the Ash Grove Lime and Portland Cement Company in or near Chanute, Kansas, to points in the States of Arkansas Kansas, Missouri, Oklahoma and Texas. RUAN TRANSFORT CORPORATION is authorized to operate as a common carrier in Iowa, Illinois, Wisconsin, Missouri, Minnesota, Nebraska, Kansas, North Dakota, South Dakota, Indiana, Michigan, Ohio, Colorado, Oklahoma, Texas, Arkansas, Louisiana, Kentucky and Pennsylvania. Application has not been filed for temporary authority under Sec-

tion 210a(b). No. MC-F-7317. Authority sought for purchase by BRASWELL FREIGHT LINES, INC., 201 Raynolds Blvd., El Paso, Texas, of the operating rights of JOE HODGES TRANSPORTATION CO., INC., 905 West Washington, Oklahoma City, Okla., and for acquisition by BRASWELL MOTOR FREIGHT LINES. INC., and in turn by J. V. BRASWELL, El Paso, Texas, of control of such rights through the purchase. Applicant's attorney: T. S. Christopher, 807 Continental Life Bldg., Ft. Worth 2, Texas. Operating rights sought to be transferred: General commodities, excepting. among others, household goods and commodities in bulk, as a common carrier over a regular route between Tulsa, Okla., and Oklahoma City, Okla., serving no intermediate points. Vendee is authorized to operate as a common carrier in Texas, Louisiana, Mississippi, Tennessee, Arkansas and Oklahoma. Application has been filed for temporary authority under Section 210a(b).

No. MC-F-7318. Authority sought for purchase by THE NEW DIXIE LINES, INCORPORATED, Brook Road and Norwood Ave., Richmond, Virginia, of the operating rights and property of JOCIE MOTOR LINES, INC., 2115 North Tryon St., Charlotte, N.C., and for acquisition by J. D. BROTHERS, 101 Kanawha Road, Richmond, Va., and W. F. GRINELS, 615 Norwood Ave., Richmond, Va., of control of such rights and property through the purchase. Applicant's attorney: James E. Wilson, 1111 E Street NW., Washington, D.C. Operating rights sought to be merged: General commodities, excepting among others, household goods but not

excepting commodities in bulk, as a common carrier over irregular routes between points in North Carolina and South Carolina, between points in North Carolina and South Carolina, on the one hand, and, on the other, Augusta and Savannah, Ga., between Atlanta, Ga., on the one hand, and, on the other, points within 15 miles of Atlanta, and between Atlanta, Ga., and points within 15 miles thereof, on the one hand, and, on the other, Augusta and Savannah, Ga., and points in North Carolina and South Carolina. THE NEW DIXIE LINES, INCORPORATED, is authorized to operate as a common carrier in Virginia, South Carolina, North Carolina, Maryland and the District of Columbia. Application has not been filed for temporary authority under Section 210a(b).

No. MC-F-7319. Authority sought for purchase by SUBURBAN MOTOR FREIGHT, INC., 1100 King Ave., Columbus, Ohio, of a portion of the operating rights of THE OVERLAND TRANSPOR-TATION COMPANY, 184 Massillon Road, Akron, Ohio, and for acquisition by JAMES R. RILEY, also of Columbus, of control of such rights through the purchase. Applicants' attorney: Taylor C. Burneson, 3430 LeVeque-Lincoln Tower, Columbus 15, Ohio. Operating rights sought to be transferred: General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier over regular routes, between Chester, W. Va., and Charleston, W. Va., and between Akron, Ohio, and Charleston, W. Va.; serving certain intermediate and off-route points; service at Charleston, W. Va., is restricted to traffic moving to or from Akron and Barberton, Ohio. Vendee is authorized to operate as a common carrier in Ohio, Indiana, Illinois, West Virginia, Michigan and Missouri. Application has not been filed for temporary authority under Section 210a(b).

No. MC-F-7320. Authority sought for control by VIRGINIA CAROLINA FREIGHT LINES, INCORPORATED, 807 West Fayette Street, Martinsville, Va., of BURLINGTON TRUCKERS, INC., 1313 Webb Ave., Burlington, N.C., and for acquisition by JAMES C. STONE. Box 317, Route 4, Martinsville, Va., of control of BURLINGTON TRUCKERS, INC., through the acquisition by VIR-GINIA CAROLINA FREIGHT LINES, INCORFORATED. Applicants' attorney: Paul A. Sherier, 601 Warner Building, Washington 4, D.C. Operating rights sought to be controlled: Cellulose acetate, rayon yarn and rayon products and supplies used in their manufacture. and empty rayon yarn containers, as a common carrier over a regular route, between Amcelle (near Cumberland), Md., and Celco (near Narrows), serving no intermediate points; cellulose acetate, in bags, over irregular routes, from Celriver, S.C., to Celco, Va.; cellulose acetate, in bulk, from Celco, Va., to Celriver, S.C.; hosiery, from Hickory, Granite Falls, Drexel, and Glen Alpine, N.C., to Clinton, S.C.; glass bottles, from Laurens, S.C., to Hickory and Statesville, N.C.; automobile parts, from Detroit, Mich., and Indianapolis, Ind., to Greenville, S.C.; canned goods, from Indian-

apolis, Ind., to Greenville, S.C.; cotton seed, from Fountain Inn, S.C., to Augusta, Ga.; cotton seed meal and cotton seed hulls, from Augusta, Ga., to Fountain Inn, S.C.; yarn, bobbins, spools, warp, warp pins, warp beams, warp rolls, and cones, containers, and textile machinery and parts-therefor, between points in North Carolina on and west of U.S. Highway 1 on the one hand, and, on the other, points in South Carolina; rayon yarn and cloth, cotton yarn and warps, empty beams, spools, cases, and containers for rayon and cotton yarn and warps, rayon mill and cotton mill machinery, supplies and equipment, be-tween Altavista, Covington, Lynchburg, Roanoke, Vinton, and Bristol, Va., Greensboro, Mooresville, Reidsville, Burlington, Central Falls, High Point, Statesville, Fayetteville, and Ossipee, N.C., Johnson City, Tenn., and Cumberland, Md.; general commodities, except household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, petroleum products in bulk, articles of extraordinary value, commodities injurious to other lading, and those exceeding the size and capacity of the equipment, between points in Wythe County, Va., and those in that part of Virginia, West Virginia, North Carolina, and Tennessee, within 150 miles of Wythe County, Va.; general commodities, except dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, livestock, automobiles, commodities of unusual value, commodities requiring special equipment and those injurious or contaminating to other lading, between Burlington, N.C., and Altavista, Va.; general commodities, except those of unusual value, dangerous explosives, household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, commodities in bulk, commodities requiring special equipment, and those injurious or contaminating to other lading, between Anderson, Charleston, and Greenville, S.C., on the one hand, and, on the other, Columbia, Greer, Seneca, and Spartanburg, S.C., Augusta, and Savannah, Ga., Winston-Salem, N.C., and points in North Carolina within 50 miles of Winston-Salem; general commodities, except dangerous explosives, gasoline in bulk, and household goods as defined in Practices of Motor Common Carriers of Household Goods, 17 M.C.C. 467, from Norfolk and Richmond, Va., to Henderson, N.C., and points in North Carolina within 50 miles of Henderson. Carrier may combine two or more of the abovedescribed irregular route authorities provided the authorities have a point common to both to which the carrier may transport a given shipment under one authority and from which it may transport the same shipment under the other and establish through service under such combination provided in each instance the shipment is transported through the common or gateway point, and provided further that this certificate does not contain any restriction or other indication that through service shall not be VIRGINIA CAROLINA Ohio, and the District of Columbia. Apconducted.

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authorized to operate as a common carrier in Maryland, Virginia, North Carolina, Pennsylvania and the District of Columbia. Application has not been filed for temporary authority under Section

No. MC-F-7322. Authority sought for purchase by THE ADLEY EXPRESS COMPANY, 216 Crown St., New Haven 10, Conn., of the operating rights and property of ALGER BROTHERS, INC., 300 Mystic Ave., Medford 55, Mass., and for acquisition by M. L. ADLEY, DAN-IEL J. ADLEY and R. J. ADLEY, all of New Haven, of control of such rights and property through the purchase. Applicants' attorney and representative, respectively: Jack R. Turney, Jr., Turney & Turney, 2001 Massachusetts Ave., NW., Washington 6, D.C., and Richard H. Simons, Executive Vice President, The Adley Express Company, 216 Crown St., New Haven 10, Conn. Operating rights sought to be transferred: General commodities, excepting, among others, household goods and commodities in bulk, as a common carrier over regular routes, between Boston, Mass., and Scituate; Mass., between Boston, Mass., and Allerton, Mass., between Boston, Mass., and Brockton, Mass., between Boston, Mass., and Wrentham, Mass., between Boston, Mass., and Shrewsbury, Mass., between Boston, Mass., and Worcester, Mass., serving certain intermediate and off-route points, between Boston, Mass., and North Anson, Maine, between Boston, Mass., and Farmington, Maine, between Boston, Mass., and Lewiston, Maine, between Boston, Mass., and Gorham, Maine, between Boston, Mass., and Augusta, Maine, and between Boston. Mass., and Rumford, Maine, serving all intermediate and certain off-route points; such merchandise as is dealt in by wholesale, retail and chain grocery and food business houses, between Boston, Mass., and Portsmouth, N.H., tween Boston, Mass., and Dover, N.H., between Boston, Mass., and Laconia, N.H., between Boston, Mass., and Farmington, N.H., between Boston, Mass., and White River Junction, Vt., serving certain intermediate and off-route points, and between Hampton, N.H., and Hampton Beach, N.H., serving no intermediate points; general commodities, with exceptions as specified above, over irregular routes, between Boston, Mass., and points within ten miles of Boston, on the one hand, and, on the other, points in Massachusetts, and that part of Maine on and south of a line beginning at Eastport, Maine, and extending through Bangor and North Anson, Maine, to Wilson's Mills, Maine; such merchandise as is dealt in by wholesale, retail and chain grocery and food business houses, between Boston, Mass., and points within ten miles of Boston, on the one hand, and, on the other, Bellows Falls, Windsor, and Brattleboro, Vt., and points in New Hampshire. Vendee is authorized to operate as a common carrier in Massachusetts, Vermont, Connecticut, New York, Rhode Island, New Jersey, Pennšylvania, Delaware, Maryland, Virginia, North Carolina, West Virginia, Florida,

FREIGHT LINES, INCORPORATED is plication has been filed for temporary authority under Section 210a(b).

By the Commission.

HAROLD D. McCoy. [SEAL] Secretary.

[F.R. Doc. 59-7932; Filed, Sept. 22, 1959; 8:51 a.m.]

- INotice 981

MOTOR CARRIER ALTERNATE ROUTE **DEVIATION NOTICES**

SEPTEMBER 18, 1959.

The following letter-notices of proposals to operate over deviation routes for operating convenience only with service at intermediate points have been filed with the Interstate Commerce Commission, under the Commission's Deviation Rules Revised, 1957 (49 CFR 211.1 (c)(8)) and hotice thereof to all interested persons is hereby given as provided in such rules (49 CFR 211.1(d)(4)).

Protests against the use of any proposed deviation route herein described may be filed with the Interstate Commerce Commission in the manner and form provided in such rules (49 CFR 211.1(e)) at any time but will not operate to stay commencement of the proposed operations unless filed within 30 days from the date of publication.

Successively filed letter-notices of the same carrier under the Commission's Deviation Rules Revised, 1957, will be numbered consecutively for convenience in identification and protests if any should refer to such letter-notices by number.

MOTOR CARRIERS OF PROPERTY

No. MC 1976 (Deviation No. 1), JOHN, NEWTON TRUCKING CO., 1400 Belleville Turnpike, Kearny, N.J., filed September 3, 1959. Attorney Bert Collins, 140 Cedar Street, New York 6, N.Y. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route, as follows: from the junction of U.S. Highways 1 and 130 at North Brunswick, N.J., over U.S. Highway 130 to Camden, N.J., thence over city streets to Philadelphia, Pa., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent route as follows: from New York over U.S. Highway 1 to Philadelphia and return over the same route.

No. MC 2202 (Deviation No. 5), ROAD-WAY EXPRESS INC., 147 Park Street, P.O. Box 471, Akron 9, Ohio, filed September 4, 1959. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route, as follows: from the junction of U.S. Highway 22 and New Jersey Highway 28 just west of Somerville, N.J., over U.S. Highway 22 to junction U.S. Highway 1 in Newark, N.J., and return over the same route, for operating con-venience only, serving no intermediate

points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent route as follows: from the junction of U.S. Highway 22 and New Jersey Highway 28 west of Somerville over New Jersey Highway 28 to the junction of U.S. Highway 1 in Elizabeth, N.J., thence over U.S. Highway 1 to the junction of U.S. Highway 22 in Newark, and return over the same route.

No. MC 30073 (Deviation No. 2), JOHNSON FREIGHT LINES INC., 420 Sixth Avenue, S. Nashville, Tenn., filed September 3, 1959. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over two deviation routes, as follows: (1) from Louisville, Ky., over U.S. Highway 31E to junction Kentucky Highway 61 at Hodginsville, Ky., and (2) from the junction of U.S. Highways 31E and 231 at Bradford, Tenn., over U.S. Highway 231 to the junction of U.S. Highway 41 at Murfreesboro, Tenn., and return over the same routes, for operating convenience only, serving no intermediate points. notice indicates that the carrier is presently authorized to transport the same commodities over the following pertinent routes: from Louisville over U.S. Highway 31W to Cave City, Ky., thence over Kentucky Highway 70 to junction U.S. Highway 31E, thence over U.S. Highway 31E to Nashville, Tenn., thence over U.S. Highway 41 to Murfreesboro, Tenn.; and from Louisville over U.S. Highway 31W to Nashville, thence over U.S. Highway 41 to Murfreesboro; and return over the same routes.

No. MC 69274 (Deviation No. 1), M & R TRANSPORTATION CO., INC., 147 Park Street, P.O. Box 471, Akron 9, Ohio, filed September 3, 1959. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route, as follows: from the junction of Old Rhode Island Highway 3 and New Rhode Island Highway 3 at a point approximately 21/2 miles northeast of Ashaway, R.I., over New Rhode Island Highway 3 to its junction with Old Rhode Island Highway 3 approximately ½ mile northeast of Wyoming, R.I., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities over a pertinent route as follows: from New York over U.S. Highway 1 to Westerley, R.I., thence over Rhode Island Highway 3 to Providence, R.I., and thence over U.S. Highway 1 to Boston, and return over the same route.

No. MC 72300 (Deviation No. 1), LEE-AMERICAN FREIGHT SYSTEM, INC., 418 Olive Street, St. Louis 2, Mo., filed September 8, 1959. Carrier proposes to operate as a common carrier, by motor vehicle of general commodities, with certain exceptions, over a deviation route as follows: from St. Louis over U.S. Highway 66 to junction Illinois Highway 29. thence over Illinois Highway 29 to junction Illinois Highway 88, thence over Illinois Highway 88 to junction U.S. Highway 6, thence over U.S. Highway 6 to junction U.S. Highway 51, and thence over U.S. Highway 51 via Rochelle, Ill., to Rockford, Ill., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between St. Louis and Rockford over the following routes: U.S. Highway 66, Illinois Highway 4-A, Illinois Highway 83, and U.S. Highway

No. MC 72300 (Deviation No. 2), LEE-AMERICAN FREIGHT SYSTEM, INC., 418 Olive Street, St. Louis 2, Mo., filed September 8, 1959. Carrier proposes to operate as a common carrier, by motor vehicle, of general commodities, with certain exceptions, over a deviation route as follows: from St. Louis over U.S. Highway 66 to junction Illinois Highway 47, thence over Illinois Highway 47 to junction U.S. Highway 34, thence over U.S. Highway 34 to junction Illinois Highway 31, thence over Illinois Highway 31 to Aurora, Ill., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport the same commodities between St. Louis and Aurora over the following routes: U.S. Highway 66, Illinois Highway 4-A, Illinois Highway 83, and U.S. Highway 34.

MOTOR/CARRIER OF PASSENGERS

No. MC 45626 (Deviation No. 2), VER-MONT TRANSIT CO., INC. 135 St. Paul Street, Burlington, Vt., filed September 3, 1959. Carrier proposes to operate as a common carrier, by motor vehicle of passengers, over a deviation route, as follows: from the bus terminal in Concord, N.H., over presently authorized routes to the junction of Pleasant Street and South Street in Concord, thence over South Street to Clinton Street, thence over Clinton Street (New Hampshire Highway 13) to junction Interstate Highway 89, thence over Interstate Highway 89 to Access Road to Hopkinton. N.H., and return over the same route, for operating convenience only, serving no intermediate points. The notice indicates that the carrier is presently authorized to transport passengers between Concord and Hopkinton over U.S. Highway 202.

By the Commission.

[SEAL]

HAROLD D. McCoy,

Secretary. [F.R. Doc. 59-7931; Filed, Sept. 22, 1959; 8:51 a.m.1

[Rev. S.O. 562, Taylor's I.C.C. Order 107-A]

LOUISVILLE AND NASHVILLE RAILROAD CO.

Diversion or Rerouting of Traffic

Upon further consideration of Revised Taylor's I.C.C. Order No. 107 and good cause appearing therefor:

It is ordered, That:

(a) Revised Taylor's I.C.C. Order No. 107, be, and it is hereby vacated and set aside.

(b) Effective date. This order shall become effective at 11:59 a.m., September 16, 1959.

It is further ordered. That this order shall be served upon the Association of American Railroads, Car Service Division, as agent of all railroads subscribing to the car service and per diem agreement under the terms of that agreement and by filing it with the Director, Office of the Federal Register.

Issued at Washington, D.C., September 16, 1959.

> INTERSTATE COMMERCE COMMISSION CHARLES W. TAYLOR, Agent.

[F.R. Doc. 59-7933; Filed, Sept. 22, 1959; 8:51 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 18, 1959.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the general rules of practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 35697: Substituted service-Atlantic Coast Line Railroad. Filed by The Southern Motor Carriers Rate Conference, Agent (No. 11), for interested carriers. Rates on property loaded in highway truck trailers and transported on railroad flat cars between Atlanta, Ga.; and Jacksonville, Fla., substitution points, on traffic originating at or destined to points in the United States beyond the named points.

Grounds for relief: Motor truck com-

petition.

Tariff: Supplement 8 to Southern Motor Carrier Rate Conference, Agent, tariff I.C.C. No. 32.

FSA No. 35698: Coal from Illinois, Indiana, and Kentucky to Prairie du Chien, Wis. Filed by Illinois Freight Association, Agent (No. 73), for interested rail carriers. Rates on bituminous fine coal, screened, carloads from mines in Illinois, Indiana, and western Kentucky to Prairie du Chien, Wis.

Grounds for relief: Threatened railbarge-truck competition and restoration of former rate relations with La Crosse, Wis.

Tariff: Supplement 33 to Illinois Freight Association, Agent, tariff I.C.C. 898, and other listed schedules.

FSA No. 35699: Liquefied petroleum gas—Zuni, N. Mex., to Maryland and Ohio points. Filed by Southwestern Freight Bureau, Agent (No. B-7639), for interested rail carriers. Rates on liquefied petroleum gas, tank-car loads from Zuni, N. Mex., to Hagerstown and Hancock, Md., and Cincinnati, Ohio.

Grounds for relief: Market competition with El Paso, Tex.

Tariff: Supplement 189 to Southwestern Freight Bureau, Agent, tariff I.C.C. 4150.

FSA No. 35700: Liquefied petroleum gas-Louisiana points to official territory.

Filed by Southwestern Freight Bureau, Agent (No. B-7640), for interested rail carriers. Rates on liquefied petroleum gas, tank-car loads from Napoleonville, Plaquemine, Vallier, and Weeks, La., to points in official territory.

Grounds for relief: Market competi-

tion with Shreveport, La.

Tariff: Supplement 189 to Southwestern Freight Bureau, Agent, tariff I.C.C. 4150.

FSA No. 35701: Mattresses from and to points in Western States. Filed by Southwestern Freight Bureau, Agent (No. B-7642), for interested rail carriers. Rates on mattresses, less than carloads between points in Missouri, between specified points in Illinois and specified points in Kansas and Missouri.

Grounds for relief: Short-line distance formula and grouping. Same and

different bases of rates.

Tariff: Supplement 3 to Southwestern Freight Bureau, agent, tariff I.C.C. 4305.

By the Commission.

[SEAL]

HAROLD D. McCoy, Secretary.

[F.R. Doc. 59-7930; Filed, Sept. 22, 1959; 8:50 a.m.]

FOURTH SECTION APPLICATIONS FOR RELIEF

SEPTEMBER 17, 1959.

Protests to the granting of an application must be prepared in accordance with Rule 40 of the General Rules of Practice (49 CFR 1.40) and filed within 15 days from the date of publication of this notice in the FEDERAL REGISTER.

LONG-AND-SHORT HAUL

FSA No. 35694: Coarse grains-Appleton, Minn., to Twin Cities. Filed by Great Northern Railway Company (No. 1064), for itself. Rates on corn, oats, soybeans, also soybean cake or meal, carloads from Appleton, Minn., to St. Paul, Minneapolis, and Minnesota Transfer, Minn., for beyond.

Grounds for relief: Motor carrier com-

petition.

Tariff: Supplement 37 to Great Northern Railway Company tariff I.C.C.

FSA No., 35695: TOFC rates—Between Oklahoma points and points in Louisi-ana, Mississippi and Texas. Filed by Southwestern Freight Bureau, Agent (No. B-7641), for interested rail carriers. Rates on commodities moving on class and commodity rates loaded in or on trailers and transported on flat cars between points in Oklahoma on the St. L.-S.F. Ry., on the one hand, and points on the Mo. Pac., in Louisiana, Mississippi and Texas, and on the A&LM in Louisiana, on the other.

Grounds for relief: Motor truck com-

petition.

Tariff: Supplement 76 to Southwestern Freight Bureau tariff I.C.C. 4285.

FSA No. 35696: Vermiculite and ver-FSA No. 35696: Vermiculite and per-lite between points in western trunk line territory. Filed by Western Trunk Line Committee, Agent (No. A-2086), for in-9-7-60 (children's dresses).

terested rail carriers. Rates on vermiculite, asbestos and clay combined, carloads, perlite and vermiculite, other than crude, carloads between points in western trunk-line territory.

Grounds for relief: Short-line distance formula and application of rates through higher-rated intermediate points in

other territories.

Tariff: Supplement 43 to Western Trunk Line Committee, Agent, tariff I.C.C. A-4240.

By the Commission.

[SEAL]

HAROLD D. McCOY. Secretary.

[F.R. Doc. 59-7871; Filed, Sept. 21, 1959; 8:46 a.m./j

DEPARTMENT OF LABOR

Wage and Hour Division LEARNER EMPLOYMENT **CERTIFICATES**

Issuance to Various Industries

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), the regulations on employment of learners (29 CFR Part 522), Administrative Order No. 485 (23 F.R. 200) and Administrative Order No. 507 (23 F.R. 2720), the firms listed in this notice have been issued special certificates authorizing the employment of learners at hourly wage rates lower than the minimum wage rates otherwise applicable under section 6 of the Act. The effective and expiration dates, occupations, wage rates, number or proportion of learners, learning periods, and the principal product manufactured by the employer for certificates issued under general learner regulations (§§ 522.1 to 522.11) are as indicated below. Conditions provided in certificates issued under special industry regulations are as established in these regulations.

Apparel Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.20 to 522.24, as amended).

The following learner certificates were issued authorizing the employment of 10 percent of the total number of factory production workers for normal labor turnover purposes. The effective and expiration dates are indicated.

Anniston Sportswear Corp., 919 West 9th Street, Anniston, Ala.; effective 9-10-59 to

9-9-60 (men's dress trousers).

Blue Bell, Inc., Red Bay, Ala.; effective
9-18-59 to 9-17-60 (men's and boys' work and

sport trousers).

Carolina Underwear Co., Inc., Thomasville, N.C.; effective 9-15-59 to 9-14-60; workers engaged in the production of men's and boys' pajamas,

Curtis Manufacturing Co., 2400 Coolidge Avenue, Orlando, Fla.; effective 9-7-59 to 9-6-60 (men's and boys' pants).

The Dantan Co., Inc., Rankin Street, Dumas, Ark.; effective 9-4-59 to 9-3-60. Learners may not be employed at special minimum rates in the production of separate

The Jerold Corp., Smithfield, N.C.; effective 9-15-59 to 9-14-60 (children's and women's sportswear).

Kane Manufacturing Co., Inc., Leitchfield, Ky.; effective 9-9-59 to 9-8-60 (sport jackets).

Kane Manufacturing Co., Inc., Morgantown, Ky.; effective 9-8-59 to 9-7-60 (sport jackets).

Lackawanna Pants Manufacturing Co., Corner Brook Street and Cedar Avenue, Scranton, Pa.; effective 9-8-59 to 9-7-60 (trousers).

Louisiana Garment Manufacturing Co., Inc., 2001 Saint Bernard Avenue, New Orleans, La.; effective 9-16-59 to 9-15-60 (work shirts, uniform and slack pants).

Pawnee Pants Manufacturing Co., Inc., 104-06 River Street, Olyphant, Pa.; effective 9-4-59 to 12-29-59 (replacement certificate) (men's and boys' trousers).

Quality Sewn Products, Inc., Royston, Ga.; effective 9-12-59 to 9-11-60 (ladies' blouses, men's and boys' sport shirts). Royal Manufacturing Co., Inc., Sanders-

ville, Ga.; effective 9-4-59 to 9-3-60 (men's and boys' sport shirts).

J. H. Rutter-Rex Manufacturing Co., Inc., 3725 Dauphine Street, New Orleans, La.; effective 9-8-59 to 9-7-60 (cotton work shirts and.pants).

Southern Foundations, Inc., Alamo, Tenn.; effective 9-4-59 to 9-3-60 (foundation garments for women).

Vacation Wear, Inc., Estill, S.C.; effective 9-5-59 to 9-4-60 (ladles' cotton dresses and sportswear).

The following learner certificates were issued for normal labor turnover purposes. The effective and expiration dates and the number of learners authorized are indicated.

Florida Garments, Inc., 3108 Jefferson Street, Tampa, Fla.; effective 9-8-59 to 9-7-60; 10 learners (men's work trousers, dungarees, shorts, etc.).

Johnson Garment Corp., 307 West Second Street, Marshfield, Wis.; effective 9-4-59 to 9-3-60; five learners (men's and boys' outerwear-parkas).

wear—parkus).

Leiter Manufacturing Co., 200 South Main
Street, Ennis, Texas; effective 8-31-59 to
8-30-60; 10 learners. Learners may not be
employed at special minimum wage rates in the production of separate skirts (women's apparel).

More Manufacturing Co., Marissa, Ill.; effective 9-8-59 to 9-7-60; 10 learners (vomen's apparel).

Northampton Pants Co., Inc., 222 East Saint Joseph Street, Easton, Pa.; effective 9-8-59 to 9-7-60; 10 learners (men's trousers)

Sun Flo Sportswear, 219 Arch Street, Nanticoke, Pa.; effective 9-18-59 to 9-17-60; five learners (ladies' sportswear, blouses).

The following learner certificates were issued for plant expansion purposes. The effective and expiration dates and the number of learners authorized are indicated.

Altamont Shirt Corp., Altamont, Tenn.; effective 9-7-59 to 3-6-60; 100 learners (men's dress shirts).

C & J Manufacturing Co., RFD No. 1, Box 5, Eastman, Ga.; effective 9-8-59 to 3-7-60; 15 learners (boys' dress and sport shirts).

Charldon Manufacturing Co., Charleston, Miss.; effective 9-8-59 to 3-7-60; 75 learners (supplemental certificate) (boys' shirts).

Glen-Gould, Inc., 15th Street and Foster Avenue, Panama City, Fla.; effective 9-4-59 to 3-3-60; 35 learners (junior and women's dresses).

The H. D. Lee Co., Inc., Boaz, Ala.; effective 9-4-59 to 3-3-60; 20 learners (men's work) clothing, bib and waistband overalls).

Sharlan Co., Inc., Fountain Inn, S.C.; effective 9-7-59 to 3-6-60; 60 learners (men's and boys' knit shirts).

Valley Manufacturing Corp., Millheim, Pa.; effective 9-3-59 to 3-2-60; 50 learners (brassieres and girdles).

Glove Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.60 to 522.66, as amended).

Burnham-Edina Manufacturing Co., Edina, Mo.; effective 9-8-59 to 9-7-60; five learners for normal labor turnover purposes (leather palm work gloves).

Wells Lamont Corp., Waynesboro, Miss.; effective 9-5-59 to 9-4-60; 10 percent of the total number of factory production workers engaged in the authorized learner occupations for normal labor turnover purposes (leather palm work gloves).

Knitted Wear Industry Learner Regulations (29 CFR 522.1 to 522.11, as amended, and 29 CFR 522.30 to 522.35, as amended).

Carolina Underwear Co., Inc., Thomasville, N.C.; effective 9-15-59 to 9-14-60; 5 percent of the total number of factory production workers engaged in the production of children's and ladies' panties; boys' and men's shorts; ladles' pajamas.

Regulations Applicable to the Employment of Learners (29 CFR 522.1 to 522.11, as amended).

'The Fechheimer Brothers Co., 400 Pike Street, Cincinnati, Ohio; effective 9-18-59 to 3-17-60; 5 percent of the total number of factory production workers for normal labor turnover purposes in the occupation of sewing machine operator for a learning period 480 hours at the rates of at least 90 cents an hour for the first 280 hours and not less than 95 cents an hour for the remaining 200 hours (tailored and ready-made uniforms).

Held Manufacturing Co., Jasper, Ga.; effective 9-8-59 to 3-7-60; 75 learners for plant expansion purposes in the occupation of sewing machine operator for a learning period of 480 hours at the rates of at least 90 cents an hour for the first 280 hours and 95 cents an hour for the remaining 200 hours (boys' suits, and outer wear jackets).

The following learner certificates were issued in Puerto Rico to the companies hereinafter named. The effective and expiration dates, learner rates, occupations, learning periods, and the number or proportion of learners authorized to be employed, are as indicated.

Atlas Products Corp., Toa Alta, P.R.; effective 8-25-59 to 8-5-60; 8 learners for normal labor turnover purposes in the occupation of machine sewing on leather gloves for a learning period of 480 hours at the rates of 57 cents an hour for the first 240 hours and 66 cents an hour for the remaining 240 hours (replacement certificate) (leather gloves):

Automated Textiles Corporation of America, Ins. Road No. 159, Km. 14.9, Corozal, P.R.; effective 8-24-59 to 2-23-60; 20 learners for plant expansion purposes in the occupations of knitters, closers, each for a learning period of 480 hours at the rates of 51 cents an hour for the first 240 hours and 59 cents an hour for the remaining 240 hours (knitted gloves)

Becton, Dickinson Inc. of Puerto Rico, Juncos, P.R.; effective 8-25-59 to 12-14-59; 15 learners for plant expansion purposes in the occupations of: first test tubes; shakedown and rack for point; run through for point; point and unfack; chart and 2d ma-

chine test; wax; scale; numbers; names and serials; blot and dip bulbs; etch and clean; paint and polish; inspect engraving; rack for certify; run through for certify; certify and repair defective engraving; each for a learning period of 480 hours at the rates of 76 cents an hour for the first 240 hours and 86 cents an hour for the remaining 240 hours (replacement certificate) (clinical thermometers).

Caribe Princess, Inc., Humacao, P.R.; effective 8-19-59 to 2-18-60; 25 learners for plant expansion purposes in the occupation of sewing machine operators for a learning period of 480 hours at the rates of 53 cents an hour for the first 240 hours and 62 cents an hour for the remaining 240 hours (women's underwear).

Catherine Needle Craft, Inc., 60 Comercio Street, Mayaguez, P.R.; effective 8-17-59 to 2-16-60; 20 learners for plant expansion purposes in the occupation of sewing machine operators for a learning period of 480 hours at the rates of 60 cents an hour for the first 320 hours and 70 cents an hour for the remaining 160 hours (brassieres).

Central Products Co., Buenos Aires Street, Mayaguez, P.R.; effective 8-31-59 to 1-19-60; 30 learners for plant expansion purposes in the occupations of inspection, assembly work, stamping, punch press, each for a learning period of 480 hours at the rates of 75 cents an hour for the first 240 hours and 88 cents an hour for the remaining 240 hours (replacement certificate) (measuring tape).

Clevite Electronic Components, Inc., Km. 14, Rd. 1, Rio Piedras, P.R.; effective 8-18-59 to 2-17-60; 25 learners for plant expansion purposes in the occupations of sawing, coating, inspection, each for a learning period of 480 hours at the rates of 76 cents an hour for the first 240 hours and 86 cents an hour for the remaining 240 hours (phonograph cartridge elements).

Juana Diaz Co., Inc., Cuatro Calles No. 75, Ponce, P.R.; effective 9-8-59 to '3-7-60; 35 learners for plant expansion purposes in the occupation of sewing machine operators for a learning period of 480 hours at the rates of 60 cents an hour for the first 320 hours and 70 cents an hour for the remaining 160 hours (brassieres).

Electronics Corporation Pan America, Insular Road No. 1, Km. 14, Rio Piedras, P.R.; effective 8-31-59 to 2-29-60; 40 learners for plant expansion purposes in the occupations of coll winding, assembly and soldering, inspection and testing, each for a learning period of 480 hours at the rates of 80 cents an hour for the first 240 hours and 90 cents an hour for the remaining 240 hours (electronic control apparatus).

Euphonics Corp., 65th Infantry Avenue, Km. 3.6, Villa Prades Industrial Devpt., Rio Piedras, P.R.; effective 8-24-59 to 2-23-60; 16 learners for plant expansion purposes in the occupations of rubber molding, stamping, assembly, testing, each for a learning period of 480 hours at the rates of 76 cents an hour for the first 240 hours and 86 cents an hour for the remaining 240 hours (phonograph pick-up cartridges).

General Cigar Co., Inc., Ruiz Belvis Street, Caguas, P.R.; effective 8-24-59 to 2-23-60; six learners for plant expansion purposes in the occupation of machine stemming for a learning period of 160 hours at the rate of 65 cents an hour (machine stripping of Connecticut type tobacco).

Guildcraft, Inc., Aguas Buenas, P.R.; effective 8-17-59 to 2-16-60; 75 learners for plant expansion purposes in the occupations of hand sewers, hand lacers, hand headers, each for a learning period of 480 hours at the rates of 47 cents an hour for the first 240 hours and 53 cents an hour for the remaining 240 hours (shoes and sandals).

Overseas Sports Co., Inc., Mayaguez, P.R.; effective 8-24-59 to 2-23-60; 14 learners for

normal labor turnover purposes in the occupations of: (1) handsewing of baseballs and softballs for a learning period of 320 hours at the rate of 47 cents an hour for the first 160 hours and 55 cents an hour for the remaining 160 hours; (2) winding, moulding, each for a learning period of 160 hours at the rate of 47 cents an hour (baseballs and softballs).

Superior Embroidery Co., Inc., Sabana Grande, P.R.; effective 8-17-59 to 2-16-60; 40 learners for plant expansion purposes in the occupations of: (1) embroidery machine operators for a learning period of 480 hours at the rates of 53 cents an hour for the first 240 hours and 62 cents an hour for the remaining 240 hours; (2) hand-cutting of applique on embroidery panels for a learning period of 240 hours at the rates of 53 cents an hour for the first 160 hours and 62 cents an hour for the remaining 80 hours (machine embroidery).

Each learner certificate has been issued upon the representations of the employer which, among other things, were that employment of learners at subminimum rates is necessary in order to prevent curtailment of opportunities for employment, and that experienced workers for the learner occupations are not available. The certificates may be annulled or withdrawn, as indicated therein, in the manner provided in Part 528 of Title 29 of the Code of Federal Regulations. Any person aggrieved by the issuance of any of these certificates may seek a review or reconsideration thereof within fifteen days after publication of this notice in the FEDERAL REGISTER pursuant to the provisions of 29 CFR 522.9.

Notice is hereby given that pursuant to section 14 of the Fair Labor Standards Act of 1938 (52 Stat. 1060, as amended, 29 U.S.C. 201 et seq.), and Part 527 of the regulations issued thereunder (29 CFR Part 527) a special certificate authorizing the employment of student-workers at hourly wage rates lower than the minimum wage rates applicable under section 6 of the Act has been issued to the firms listed below. Effective and expiration dates, occupations, and learning periods for the certificates issued under Part 527 is as indicated below.

Regulations Applicable to the Employment of Student-Workers (29 CFR 527.1 to 527.9).

Sunnydale Academy, Centralia, Mo.; effective 9-1-59 to 8-31-60; authorizing the employment of 14 student-workers in the food manufacturing industry in semi-skilled occupations only for a learning period of 300 hours at the rates of 85 cents an hour for the first 150 hours and 90 cents an hour for the remaining 150 hours.

This student-worker certificate was issued upon the applicant's representations and supporting material fulfilling the statutory requirements for the issuance of such certificate, as interpreted and applied by Part 527.

Signed at Washington, D.C., this 11th day of September 1959.

ROBERT G. GRONEWALD, Authorized Representative of the Administrator.

[F.R. Doc. 59-7924; Filed, Sept. 22, 1959; 8:49 a.m.]

Title 2—THE CONGRESS

ACTS APPROVED BY THE PRESIDENT

EDITORIAL NOTE: After the adjournment of the Congress sine die, and until all public acts have received final Presidential consideration, a listing of public laws approved by the President will appear in the daily Federal Register under Title 2, The Congress. A consolidated listing of the new acts approved by the President will appear in the Daily Digest in the final issue of the Congressional Record covering the 86th Congress, First Session.

Approved September 21, 1959

- S.J. Res. 103————Public Law 86-290

 Joint Resolution authorizing the National Geographic Society to erect a memorial on public grounds in the State of Virginia to honor Rear Admiral Richard E. Byrd.
- S. 355_____Public Law 86-291
 An Act to amend title 18 of the United
 States Code so as to prohibit the misuse
 by collecting agencies or private detective agencies of names, emblems, andinsignia to indicate Federal agency.
- S. 1436______Public Law 86-292 An Act to amend the Act of June 14, 1926, as amended by the Act of June 4, 1954 (68 Stat. 173; 43 U.S.C., sec. 869).
- S. 1944_____Public Law 86-293
 An Act to amend the Bankruptcy Act in regard to the verification of pleadings.
- S. 2181_____Public Law 86-294
 An Act to amend the Mineral Leasing
 Act of February 25, 1920.
- S. 2208————Public Law 86–295
 An Act to provide that Alaska and
 Hawaii be eligible for participation in
 the distribution of discretionary funds
 under section 6(b) of the Federal Airport Act.
- S. 2219————Public Law 86–296
 An Act to authorize appropriations for construction of facilities for the Gorgas Memorial Laboratory, to increase the authorization of appropriations for the support thereof, and for other purposes.
- S. 2230_____Public Law 86-297
 An Act to amend the National Cultural
 Center Act.

- S. 2569_____Public Law 86-300 An Act to amend the Atomic Energy Act of 1954, as amended.
- H.J. Res. 80—————Public Law 86–301
 Joint Resolution providing for the erection of a memorial tablet at Garden Key,
 Florida, in honor of Doctor Samuel
 Alexander Mudd.

- H.J. Res. 403______Public Law 86-302
 Joint Resolution granting consent of
 Congress to a compact entered into between the State of New York and the
 State of New Jersey for the creation of
 the New York-New Jersey Transportation Agency.
- H.J. Res. 465______Public Law 86-303 Joint Resolution approving certain additional powers conferred upon the Bi-State Development Agency by the States of Missouri and Illinois.
- H.J. Res. 513_____Public Law 86-304-Joint Resolution designating the 17th day of December 1959 as "Wright Brothers Day".
- H.J. Res. 531______Public Law 86-305
 Joint Resolution establishing that the second regular session of the Eightysixth Congress convene at noon on Wednesday, January 6, 1960.
- H.R. 163______Public Law 86-306
 An Act to amend the Civil Service Retirement Act with respect to the crediting of service of United States commissioners for purposes of such Act.
- H.R. 616_____Public Law 86-307 An Act to designate the dam across the Lampasas River in Texas as Stilhouse Hollow Dam,
- H.R. 1778______Public Law 86-308
 An Act to amend section 17(b) of the
 Reclamation Project Act, of 1939.
- H.R. 2247————Public Law 86-310 An Act to authorize the conveyance of certain real property of the United States to the county of Sacramento, California,
- H.R. 2386_____Public Law 86-311
 An Act to direct the Administrator of
 General Services to convey to the city
 of Mobile, Alabama, all the right, title,
 and interest of the United States in and
 to certain land.
- H.R. 2982_____Public Law 86-312

 An Act to fix the official station of retired judges assigned to active duty.
- H.R. 9608_____Public Law 86-314
 An Act to authorize the Secretary of the
 Navy to acquire certain land on the
 island of Guam.
- H.R. 4002______Public Law 88-315
 An Act to authorize the use of Great
 Lakes vessels on the oceans.
- H.R. 4603_____Public Law 86-316
 An Act to amend the Organic Act of
 Guam for the purpose of permitting the
 government of Guam, with the consent
 of the legislature thereof, to be sued.
- H.R. 4656____________Public Law 86-317
 An Act to amend section 401b of the Act
 of July 14, 1952, to permit applications
 for moving costs resulting from any public works project of a military department to be filed either one year from the
 date of acquisition or one year following
 the date of vacating the property.

- H.R. 4714_____Public Law 86-318
 An Act to quiet title and possession with
 respect to certain real property adjacent
 to the Rocky Mountain Arsenal, Denver,
 Colorado.
- H.R. 4857______Public Law 86-319
 An Act to amend section 4233 of the Internal Revenue Code of 1954 to provide that the exemptions from the admissions tax for athletic games benefiting crippled or retarded children shall apply where the participants have recently attended designated schools or colleges as well as where they are currently students.
- H.R. 5257_____Public Law 86-320
 An Act to amend section 1915 of title 28,
 United States Code, relating to proceedings in forma pauperis.
- H.R. 5892______Public Law 86–321 An Act to provide for the establishment of Minute Man National Historical Park in Massachusetts, and for other purposes.
- H.R. 6128______Public Law 86-322 An Act to provide for the division of the tribal assets of the Catawba Indian Tribe of South Carolina among the members of the tribe and for other purposes.
- H.R. 6190_____Public Law 86-323
 An Act to direct the Secretary of the Army to convey the Army and Navy General Hospital, Hot Springs National Park, Arkansas, to the State of Arkansas, and for other purposes.
- H.R. 6269______Public Law 86-324
 An Act to amend section 265 of the
 Armed Forces Reserve Act of 1952 to define the term "a member of a reserve
 component" so as to include a member
 of the Army or Air Force without specification of component.
- H.R. 6368_____Public Law 86-325 An Att to amend the Tariff Act of 1930 to place certain pumice stone on the free list.
- H.R. 6672_____Public Law 86-326
 An Act to authorize longer term leases
 of Indian lands on the Agua Caliente
 (Palm Springs) Reservation.
- H.R. 6888_____Public Law 86-327
 An Act to amend section 4132 of the Revised Statutes, section 37 of the Merchant Marine Act, 1920, section 2 of the Shipping Act, 1916, and section 905(c), of the Merchant Marine Act, 1936, as amended.
- H.R. 7125————Public Law 86-328 An Act to provide for a study of the feasibility of establishing the President Adams Parkway.
- H.R. 7145______Public Law 86-329
 An Act to amend section 35 of chapter
 III of the Act of June 19, 1934, entitled
 "An Act to regulate the business of life
 insurance in the District of Columbia",
 as amended.
- H.R. 7437———————Public Law 86-330

 An Act to authorize the use of funds arising from a judgment in favor of the Kiowa, Comanche, and Apache Tribes of Indians of Oklahoma, and for other purposes.
- H.R. 7474———Public Law 86-331
 An Act granting the consent of Congress to the compact entered into by the States of West Virginia and Virginia with respect to a certain part of the boundary between such States.
- H.R. 7629______Public Law 86-332
 An Act to extend section 17 of the Bankhead-Jones Farm Tenant Act for two years, and for other purposes.

- H.R. 7683_____Public Law 86-333
 An Act to provide that the tax exemption heretofore accorded the Veterans of Foreign Wars with respect to certain property in the District of Columbia, formerly owned by such organization but never used for its intended purpose, shall apply instead to other property subsequently acquired and used for that purpose.
- H.R. 8035______Public Law 86-334
 An Act to designate the Dyberry Dam and
 Reservoir, Lackawaxen River Basin,
 Pennsylvania, as the General Edgar Jadwin Dam and Reservoir.
- H.R. 8189______Public Law 86-335

 An Act to improve the active duty promotion opportunity of Air Force officers from the grade of captain to the grade of major.
- H.R. 8409_____Public Law 86-336 An Act to extend the International Wheat Agreement Act of 1949.
- H.R. 8514______Public Law 86-337 An Act to authorize the sale of forty acres of land owned by the Creek Tribe of Indians.

- H.R. 8582_____Public Law 86-338
 An Act to authorize the San Benito International Bridge Company to construct, maintain, and operate a toll bridge across the Rio Grande near Los Indios, Texas.
- H.R. 8587_____Public Law 86-339
 An Act to provide for the equalization of allotments on the Agua Caliente (Palm Springs) Reservation in California, and for other purposes.
- -H.R. 8593_____Public Law 86-340 An Act to amend the Act of June 23, 1949, as amended, to provide that telephone and telegraph service furnished Members of the House of Representatives shall be computed on a unit basis.
- H.R. 8609______Public Law 86-341 An Act to extend the Agricultural Trade Development and Assistance Act of 1954, and for other purposes.
- H.R. 8678______Public Law 86-342
 An Act to amend the Federal-Aid Highway Acts of 1956 and 1958 to make certain adjustments in the Federal-aid highway program, and for other purposes

- H.R. 8694_____Public Law 86-343
 An Act to authorize the Starr-Camargo
 Bridge Company to construct, maintain, and operate a toll bridge across the
 Rio Grande, at or near Rio Grande City,
 Teras
- H.R. 8725______Public Law 86-344
 An Act to amend the Internal Revenue
 Code of 1954 to make technical changes
 in certain excise tax laws, and for other
 purposes.
- H.R. 8911______Public Law 86-345
 An Act to provide for the presentation by
 the United States of a statue of General
 George Washington to the people of
 Uruguay, and for other purposes.

Approved September 22, 1959

H.R. 9035______Public Law 86-346
An Act to permit the issuance of series
E and H United States savings bonds at
interest rates above the existing maximum, to permit the Secretary of the
Treasury to designate certain exchanges
of Government securities to be made
without recognition of gain or loss, and
for other purposes.

CUMULATIVE CODIFICATION GUIDE—SEPTEMBER

A numerical list of parts of the Code of Federal Regulations affected by documents published to date during September. Proposed rules, as opposed to final actions, are identified as such.

1 CFR	Page	7 CFR	Page	7 CF	R—Continued		Page
31	7631	48	7127	952			7198
3 CFR		51	7633	953			7059
Proclamations:		52	7435	l	7199, 7272, 7353,	7439, 7569,	7635
2799	7517	68	7403	954			7198
2937		301	7242	956			7198
2938		330	7519	957			7353
2942			7605	959			7272
2972			7055, 7058	961			7403
3310		723	7243	965			7198
3311		725	7243	966			7198
3312		811	7269				7198
3313		813	7438	968		7059,	, 7198
3314		815	7438	969		7354,	, 7355
Executive orders:	1017	831	7499				7569
July 2, 1910	7251	903	7198	971			7198
Mar. 17, 1913		905	7198	972			7198
Feb. 11, 1933		906	7198	974			7198
		907	7198	975			7198
5904 9173		908	7198	976			7198
		911	7198	977			7198
10232	7493	912	7198	978			7198
10292			7198	980			7198
10328 10344		916	7198	982		7198,	, 7439
			.7198				7198
10530			7198	986			7198
10594			7198	987			7198
10700		921		988			7198
10714			7198, 7351, 7565	989			7500
10773			7198	991			7198
10836			7198	994			7198
10837	7493		7198				7198
	7519	·	7198	998			7198
5 ·CFR			7198	1000			7198
2	7565		7198	1001			7605
6			7198	1002			7198
7162, 7272, 7273, 7351	7496 7520	932		1004			7198
325	7605	004	7199, 7243, 7567, 7568	1005			7198
				1008		7198,	, 7355
6 CFR		935		1009		´	7198
50	7520	1	7198				7403
331	7089		7198	1011			7198
421 7090, 7092, 723			7198	1012_			7198
427		944	7198				7198
446	7599	946	7198	1014_			7198
483 7329, 724	1, 7631, 7633	948	'7198	1016_			7198
484	7092		7198	1017		7570	763

7 CEP Continued -	Page	14 CFR—Continued Page	25 CFR Page
7 CFR—Continued	7198	Proposed rules—Continued	25 CIN
1023		5 7204	·
1105		6 7204	_ · · · - • · · · · · · · · · · · · · · ·
Proposed rules:	•	7 7204	26 (1954) CFR
319		8 7204	1 7212 7270
351 722		9 7204 10 7204	10 7971 7979
729		137204	Proposea ruies:
902		14 7204	17103, 7460, 7584
9067510	, 7585	60 7164	487460
909		2217163	3017645
913		241	
924 954		5077164, 7552, 7648 5147165	
958		600 7081, 7083, 7138, 7165–7167	29 CFR .
963	7207	7383, 7384, 7464, 7465, 7649–7654	101 7500
970	7278	601 7082, 7083, 7165_7167, 7205	1027500
982	7380	7206, 7384, 7465, 7466, 7651–7655	
9897423		602 7206, 7424, 7655	1
997 1002		608 7585, 7620	
1009		15 CFR	Proposed rules: 33 7135
1015		230 7522	7/00
1024		$\begin{array}{cccccccccccccccccccccccccccccccccccc$	31 CFR
1027	7530	3737200	1
1066	7279 -	3747200	***************************************
8 CFR	-	379 7200	32 CFR;
103	7364	382 7200	45 7134
299	7364	385 7200	83
9 CFR		399	1487134
73	7244	364 7336	1011
74		*	538 7501
76	7365	16 CFR	561 7619
78		1	++V===================================
79	7307	137059-	$716_{}$ 7523 $730_{}$ 7441
12 CFR		7061, 7093, 7099, 7133, 7273, 7274	7657440
6	7606	Proposed rules:	8367162
217	7062	1-310 7083	
219		17 CFR	1604 7506
220		270 7313	1621 7078, 7506
224		Proposed rules.	1626 7506 1628 7506
	1002	230 7259	1628 7506 1632 7506
13 CFR		19 CFR	16557506
121	7458	11 7522	
128	7063	19 7608	7526
14 CFR		20 CFR	32A CFR
1	7065	25 7638	· · · ·
3	7065	21 CFR	M-17 7377
4b7067		1 7639	33 CFR
6		51 7522	1 404
7 13	7074 7076	120 7102, 7639	1 and
207307, 7496		121 7399, 7614	
29		141a 7614	
407253	3, 7582	141b 7258 141c 7400, 7616	00 411/
41		141e 7618	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
42		146 7103, 7400, 7610	1 10 (30%
437582	2, 7637 7582	146a 7258, 7614	2 20 7404 2 221 7582
607129, 7258		146b 7258	Proposed rules:
225		146c 7400, 7616	207335, 7405
241	$_{-}7253$	146e7618	38 CFR
298		Proposed rules: 15 7620	
406	7312	29 7648	
507 7254, 7255, 7365, 7366		53 7110	1 0
514 7130-7132, 7366-7369	7521 7582 .	1207167, 7552	
601 7130_7132, 7312, 7366_7369		121 7168, 7337	
602 7369, 7370		22 CFR	1117245
608 7273, 7312, 7313	3, 7637	11 7497	1127245
609 7157, 7158, 7258	5, 7609	Proposed rules:	122 7245
1209	7638	41 764	131 7245
Proposed rules:	7204	24 CFR	1327245
3		200 7458	161 7245 162 7245
4b		4007642	
	`	•	

42 CFR	Page	43 CFR—Continued	Page	46 CFR—Continued Page
21	7274	Public land orders—Continued		161 7195
41 CFR		1976	7459	167 7196
	7639	1977	7459	172 7197, 7506, 7507
18—61	7039	1978	7528	176 7197
43 CFR		1979	7528	181 7197
115	7333	1980	7529	183 7197
161	7582	1981	7529	308 7103
200	7334	44 CFR		Proposed rules:
270	7527	Proposed rules:		201—380 7138
404	7529	401	7280	47 CFR
412	7529		1400	•
Proposed rules:		46 CFR		3 7162, 7274–7276, 7385, 7507
14	7406	12	7177	7 7334, 7642
201	7460	30	7179	8 7334, 7642
202	7529	32		19 7276
Public land orders:		33		Proposed rules:
82	7200	34	7179	3 7110, 7259, 7280, 7466, 7467
486	7252	35	7181	7 7110
657	7253	43	7181	87110
1061	7251	44	7182	9 7110
1071	7252	45	7182	10 7110, 7469
1621	7200	51	7183	117110
1654	7252	52	7184	16 7110
1929	7459	54	7185	19 7110
1964	7079	55	7187	49 CFR
1965	7200	56	7188	95 7103, 7404, 7405
1966	7251	57	7190	
1967		61	7190	50 CFR
1968	7251	71	7190	67079, 7277
1969	7251	76	7191	31 7510
1970	7252	91	7191	115 7335
1971	7252	95		Proposed rules:
1972	7252	110	7192	31 7105, 7203, 7204, 7277
1973	7253	111	7192	327106, 7204
1974		112	7194	347106, 7277
1975	7459	113	7194	35 7379
		i		